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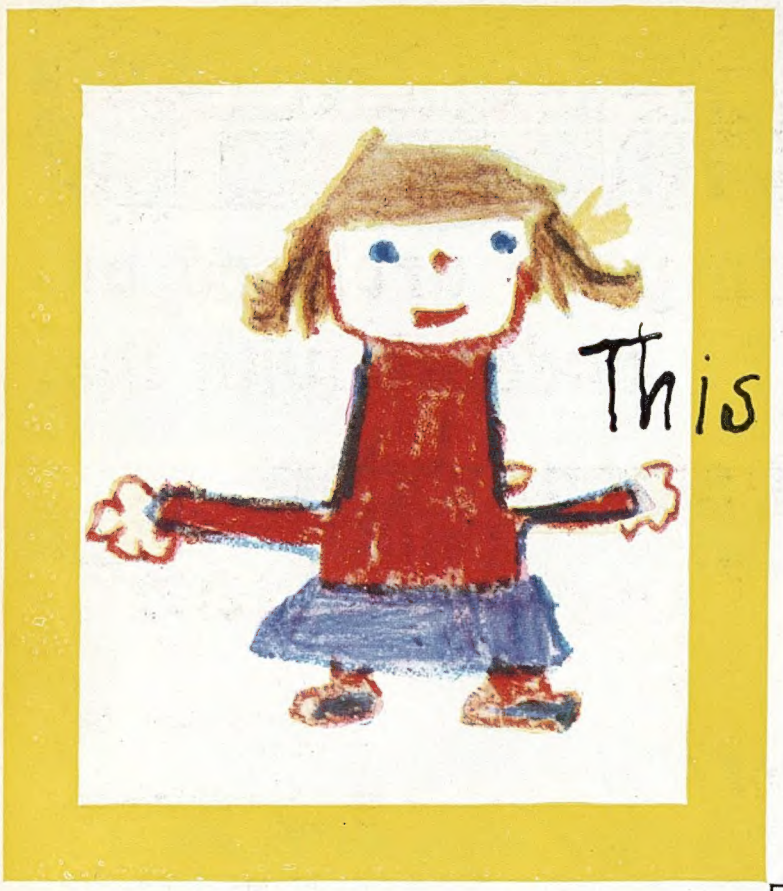
PRICE 2/6



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Volume CCXLVI No. 3187

THE SPHERE

LONDON, July 1, 1961

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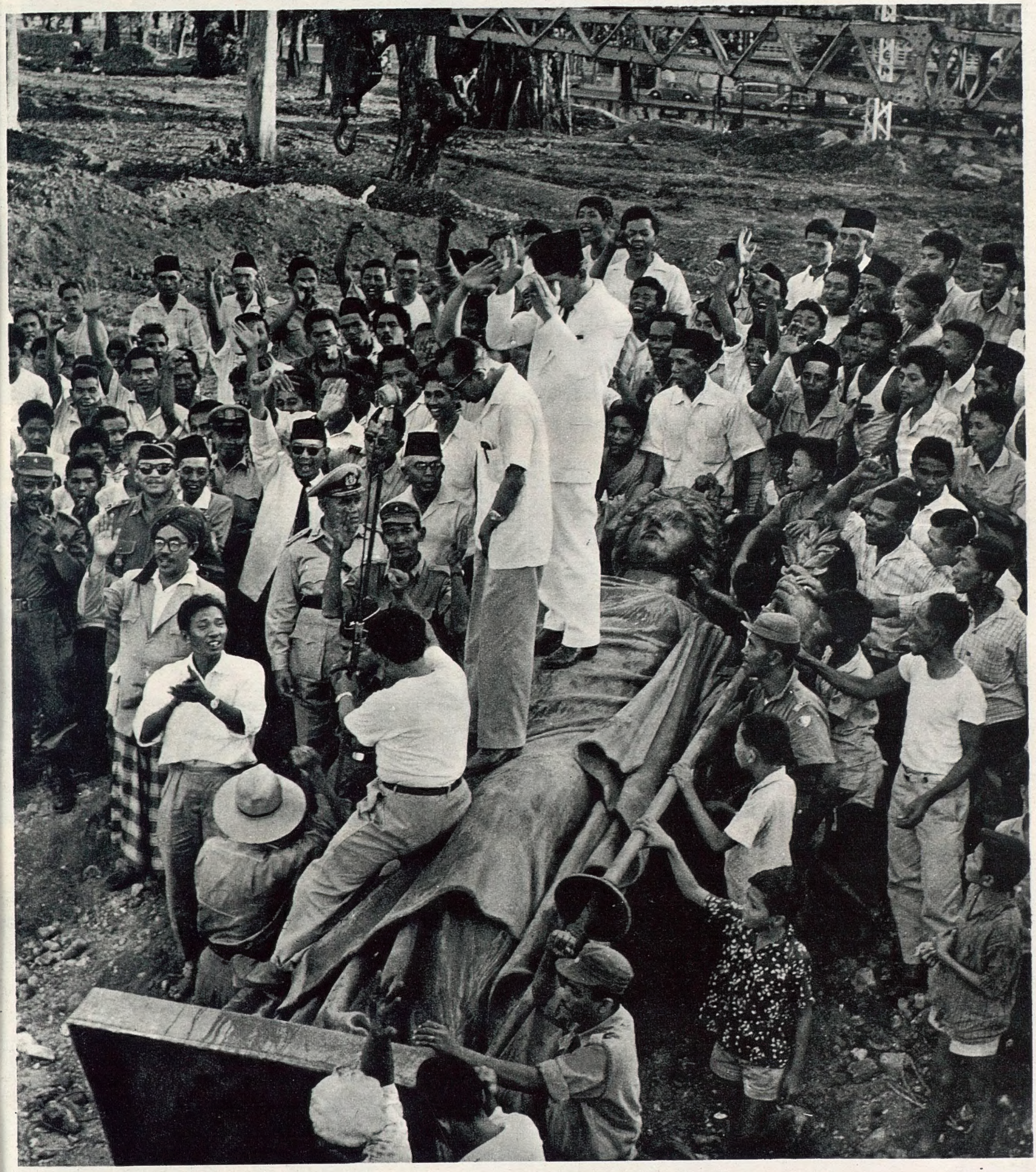

INDONESIA'S FALLEN ANGEL

The statue of the Angel of Peace is used as a platform for speech-making in a park in Jakarta, the capital of Indonesia. The statue, which was erected by the Dutch in 1882, had been pulled down because it was considered to be a symbol of "colonialism." It was removed to a museum and a mosque is to be built on the site formerly occupied by the Angel of Peace. Opposition to "colonialism" is frequently expressed by Indonesian spokesmen and is regarded as part of the country's policy of neutralism. Indonesia has recently been very active in promoting the conference of heads of neutral, or non-aligned, states to be held in Yugoslavia in September, shortly before the annual General Assembly of the United Nations. Other countries taking a leading part in the "Neutral Summit," to which probably twenty-five states will be invited, are Yugoslavia, India and the United Arab Republic. (A picture of President Sukarno in Rome is on page 8.)

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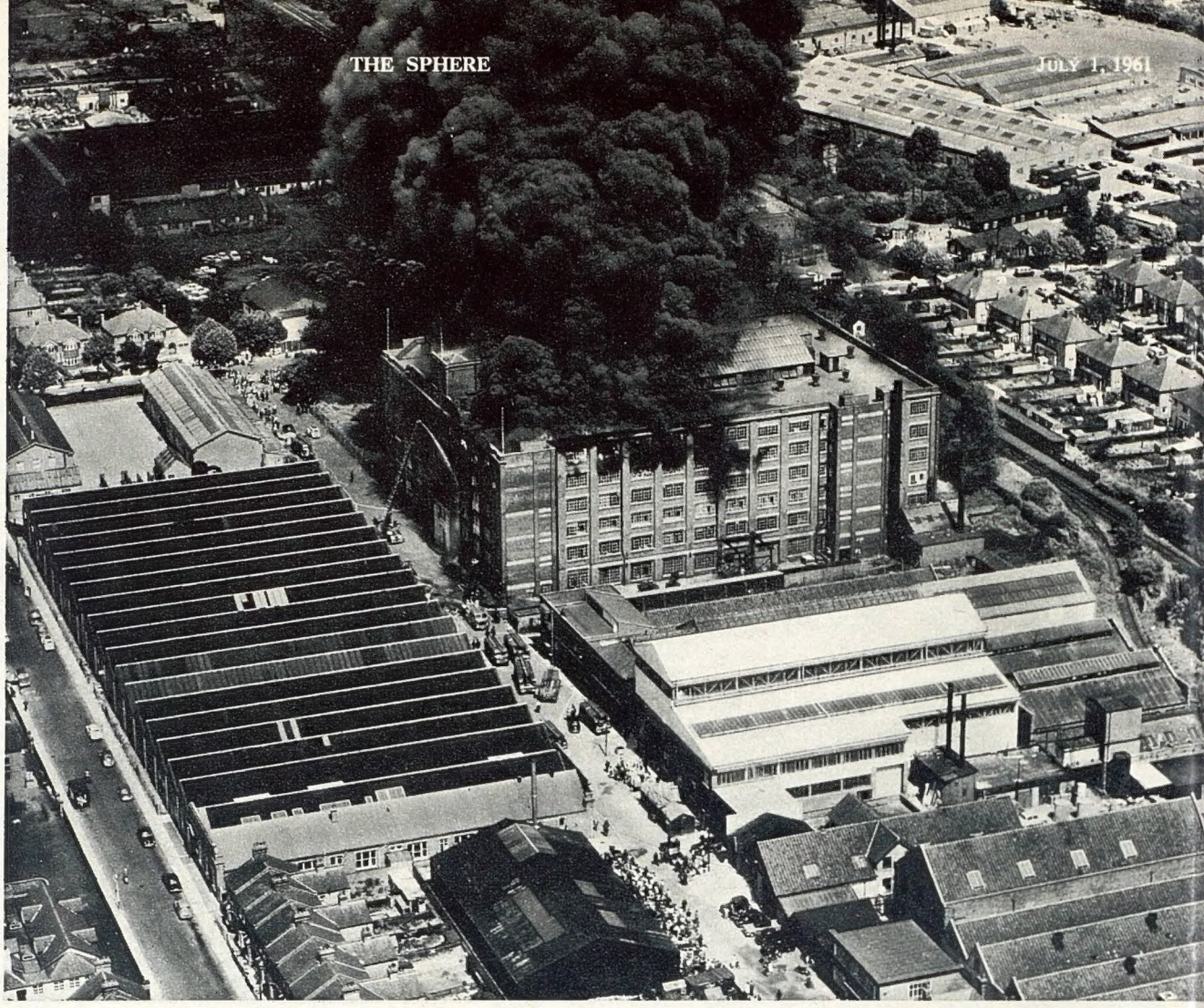


A dense cloud of black smoke rises from the factory of the British Moulded Hose Company's works in Sandown Road, in Watford, Herts. Earlier flames had been reaching 100 ft. above the roof. Firemen wore breathing apparatus to fight the blaze which broke out in the middle of the day while the 300 employees of the factory were at lunch. All were reported to have escaped unhurt from the fire

A FACTORY ABLAZE TO THE NORTH OF LONDON

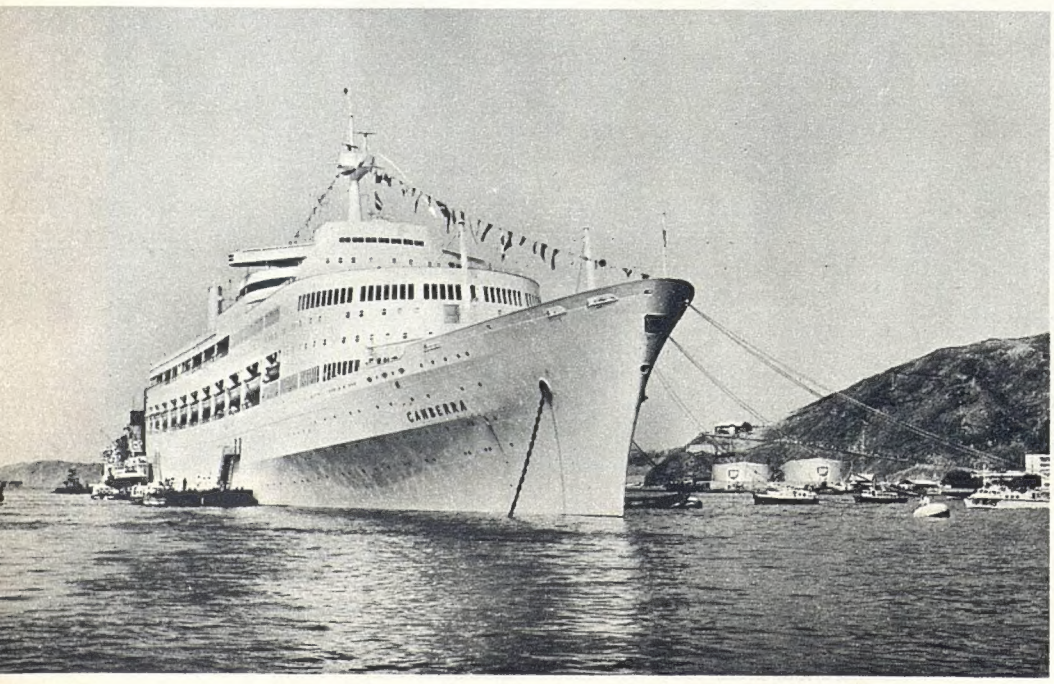
Below right: Air Vice-Marshal J. G. Davis, Air Officer Commanding No. 1 Bomber Group, R.A.F., shakes hands with the crew of a Vulcan bomber before the aircraft leaves Scampton, Lincolnshire, on a non-stop flight to Australia. Left is Squadron Leader M. G. Beavis, pilot of the Vulcan. The jet bomber reached Richmond, near Sydney, Australia, after a flight of 20 hours 3 minutes and 17 seconds, taking about 13 hours less for the 11,500-mile flight than the fastest elapsed time taken by a commercial airliner. To make the non-stop flight, the Vulcan refuelled three times in the air, over Nicosia, Karachi and Singapore

NON-STOP BY AIR TO AUSTRALIA

Far right: Sir John Maud, U.K. Ambassador to South Africa and High Commissioner for the Bechuanaland Protectorate passes a sentry on his way to open the first multi-racial Legislative Council in Bechuanaland. After seventy-six years of administration by Britain, the Protectorate gained a new Constitution last year. The High Commissioner governs in consultation with the Legislative Council. Bechuanaland is situated in central South Africa and has no outlet to the coast

OPENING BECHUANALAND'S LEGISLATIVE COUNCIL

Below: Britain's new passenger liner, the P & O-Orient Lines' *Canberra* (45,000 tons) lies in the harbour at Aden during her maiden voyage. She took aboard fuel oil from the BP International Bunkering Service Installation, which is seen in right background. This will be her regular fuelling station at Aden

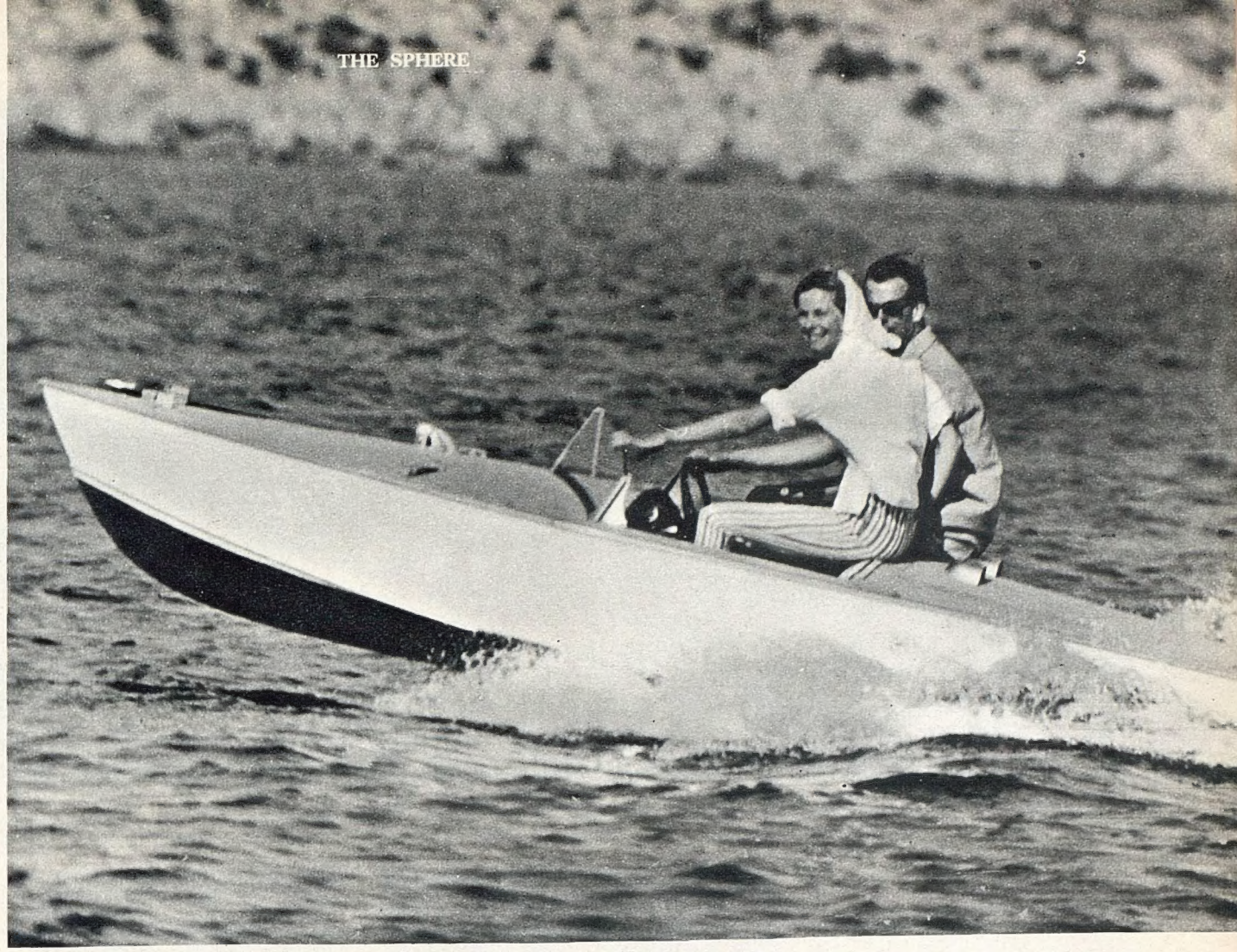


"CANBERRA" AT ADEN ON HER MAIDEN VOYAGE

ARAB RULERS FROM ADEN IN LONDON

A party of rulers from the Aden Protectorate is shown round the Houses of Parliament by Mr. Brian Harrison, Conservative M.P. for Maldon. The visitors formed a delegation from the Supreme Council of the Federation of Arab Amirates of the South. They came to London for discussions of points arising from the recent visit to Aden of Mr. Macleod, the Colonial Secretary

THE NEWS IN PICTURES

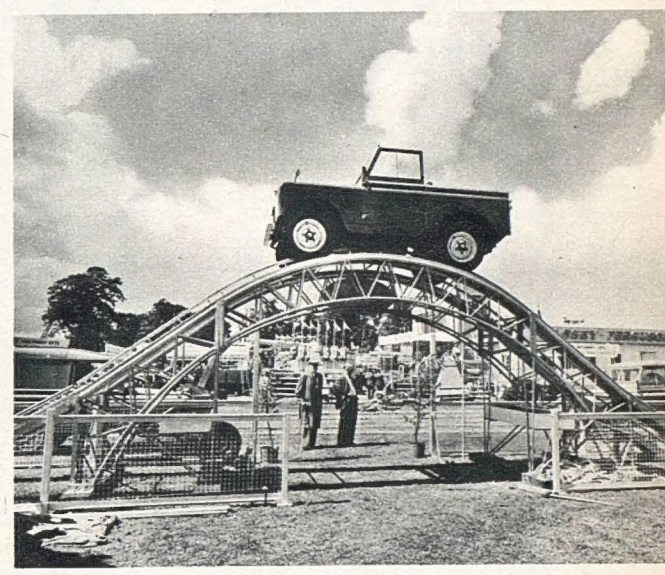


ROYAL HONEYMOON IN THE MEDITERRANEAN—THE DUKE AND DUCHESS OF KENT IN MAJORCA

The Duke and Duchess of Kent enjoy a trip in a fast speedboat during the second part of their honeymoon, which is being spent in Majorca. The newly-married couple are the guests of Mr. Whitney Straight at his villa overlooking the Mediterranean at Formentor. They went for the first part of their honeymoon to Birkhall, in Aberdeenshire. In Majorca the name of the Duke has appeared on posters advertising bullfights, a privilege given to distinguished visitors to the town. It was reported last week that the Royal couple were spending much of their time playing tennis or swimming in the sea or in the villa's private pool. On their return home they will live at Coppins, in Buckinghamshire

OPENING THE INTERNATIONAL PLASTICS EXHIBITION

Lord Hailsham, Minister for Science, is flanked by trumpeters, as he officially opens the International Plastics Exhibition at Olympia, London. More than 460 firms are represented by exhibits which cover materials, manufacturing processes, and finished products. The exhibition closes on Saturday, July 1

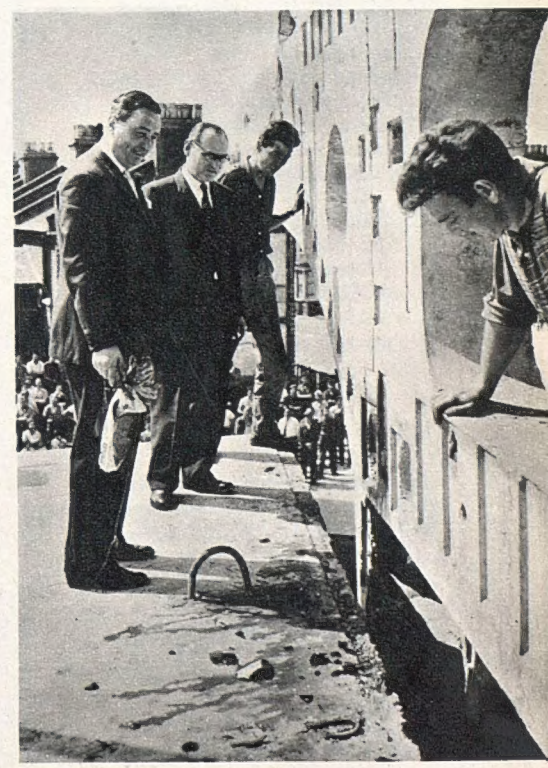


THE ROYAL HIGHLAND SHOW, EDINBURGH

Far right: Mechanisation in farming is symbolised by a Land-rover silhouetted against the sky at the Royal Highland Show at Ingliston, near Edinburgh. Background is part of the machinery exhibition. The show, held for four days last week, was reported to be as successful as ever, although attendance figures were down

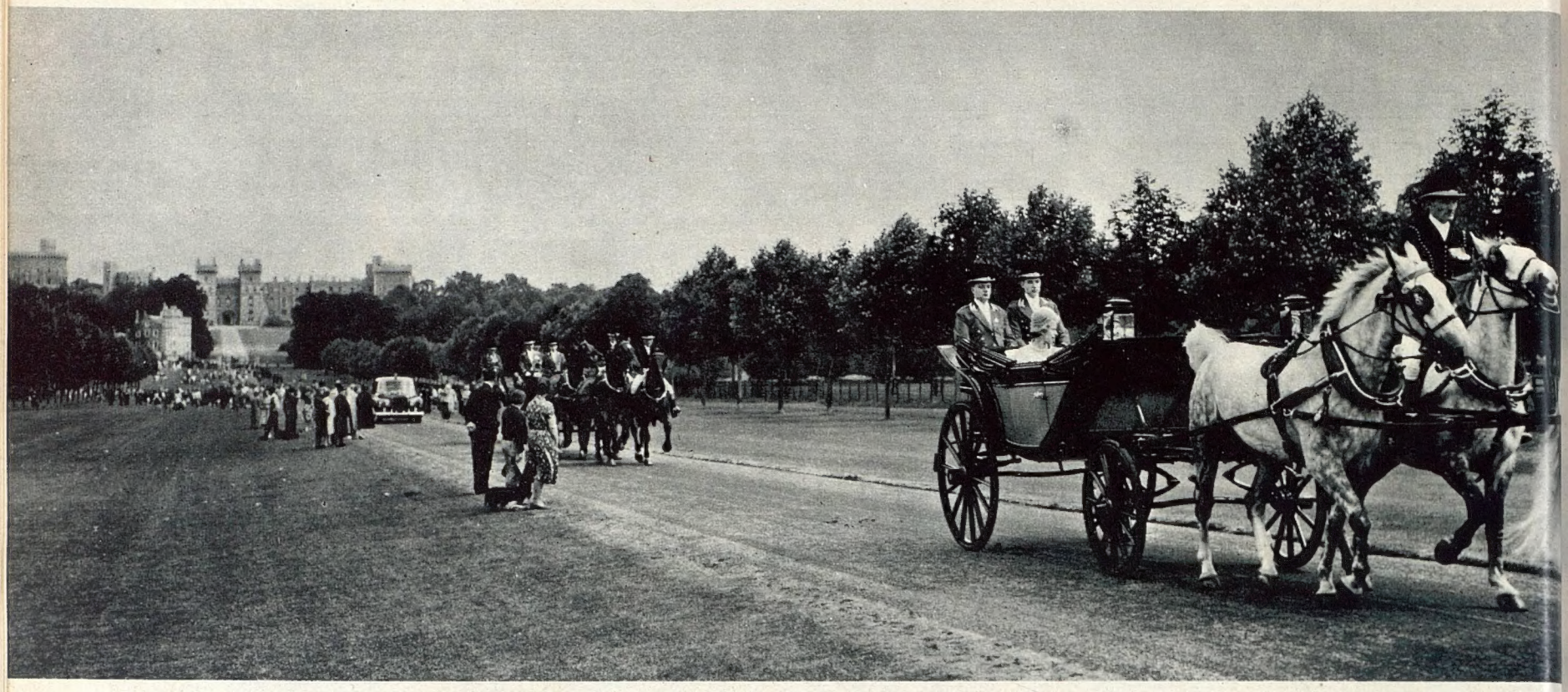
RIVALS TO TAXIS IN LONDON

One of the fleet of 200 radio-controlled Renault Dauphine minicabs, operated by Welbeck Motors Limited, moves down the Haymarket, in London, in company with a taxi and a bus. These minicabs came into operation last week and a few incidents were reported between them and their rival taxi cabs. The vehicles can be hired at a flat rate of a shilling a mile



CONSTRUCTING THE HAMMERSMITH FLYOVER

Far right: Mr. R. C. Edmonds, Chairman L.C.C. Roads Committee (left), and Mr. R. J. Ridgway, managing director of Marples, Ridgway and Partners Ltd., watch as the final pre-cast segment of the superstructure of the Hammersmith flyover is placed in position. This completed the main construction phase, but considerable finishing work remains to be done on the scheme before the flyover is open later this year



THE ROYAL CARRIAGE PROCESSION TO THE ROYAL COUNTIES SHOW AT WINDSOR

The Queen and the Duke of Edinburgh are driving in an open carriage down Long Walk from Windsor Castle for their visit to the Royal Counties Centenary Show held in Windsor Great Park. They separately toured the grounds in Land-Rovers, with a break for luncheon with the show officials, before going to the grandstand to see the musical drive of The King's Troop, Royal Horse Artillery. Among those with the Royal party was Mr. Soames, Minister of Agriculture

THE NEWS IN PICTURES

Mr. Kenneth Kaunda, leader of the United National Independence Party in Northern Rhodesia, arrives at the Colonial Office in London for talks with Mr. Macleod. He later flew back to Rhodesia. His meeting with the Colonial Secretary last week was part of the consultations with Rhodesian leaders on the future constitution of Northern Rhodesia. Mr. Macleod's proposals were announced in the Commons last Monday

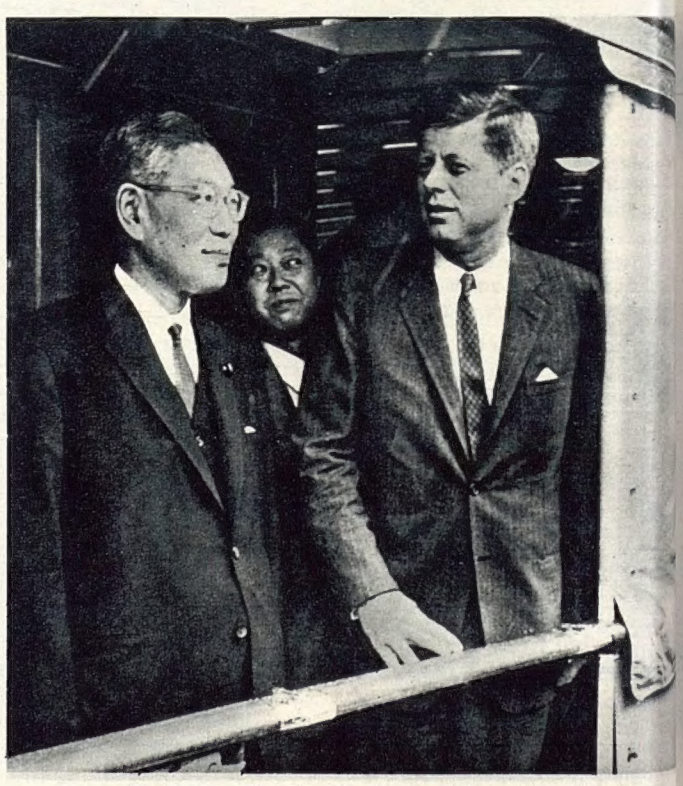
MR. KAUNDA IN LONDON

PRINCE HASSAN AT HARROW

Left: Prince Hassan, the fourteen-year-old brother of King Hussein of Jordan, is seen at Harrow School on Speech Day. Harrow's most famous son, Sir Winston Churchill, did not follow his custom of attending Songs this year as he was out of the country

Leaving the conference room in Zurich are from left, Prince Souvanna Phouma, the neutralist ex-premier of Laos; Prince Souphanouvong, the Pathet Lao leader; and Prince Boun Oum, Premier of the anti-Communist Vientiane Government. They reached agreement last week on the formation of a Laotian coalition government with Prince Souvanna Phouma as Prime Minister. It was reported from Vientiane that King Savang Vatthana was prepared to give his sanction to this government

Far right: President Kennedy and Mr. Ikeda, the Japanese Premier, stand at the rail of the presidential yacht *Honey Fitz* before leaving for a cruise from Washington down the Potomac. Mr. Ikeda's meetings with Mr. Kennedy, who was still suffering from his back strain, were interrupted when the U.S. President had to spend a day in bed because of a virus infection



THE JAPANESE PREMIER AND MR. KENNEDY IN WASHINGTON

Left: THE RIVAL LAOTIAN PRINCES MEET IN ZURICH

NEWS SUMMARY

The West prepares for the new Berlin crisis; political fortunes in Britain; Iraq's claim on Kuwait; Mr. Tshombe freed in Congo

INTERNATIONAL

Speaking in **Alma Ata,** in Kazakhstan, last Saturday, Mr. Khrushchev once again announced his intention of signing a separate peace treaty with East Germany and " settling the question of West Berlin." Among the Western Powers it was realised there was little likelihood of a repetition of the 1958 Berlin crisis when Mr. Khrushchev demanded the withdrawal of the Western forces from West Berlin within six months and, when the time limit expired, took no action to implement his ultimatum. Measures to meet the new crisis were being considered in London, Paris and Washington last week. Plans were being drawn up to meet the various contingencies which might arise if and when Russia signed an East German treaty. Statements from the three Western allies made it clear that they intended to stand by their obligations to the 2,000,000 inhabitants of West Berlin. (See also John Connell, page 10.)

An important conference on the economic future of Europe opened in **London** on Tuesday when representatives of the European Free Trade Association met at Lancaster House. E.F.T.A. consists of Britain, Sweden, Norway, Denmark, Switzerland, Austria and Portugal, with Finland as an associate member. The main subject for discussion was whether or not E.F.T.A. members should join in the Common Market of France, Western Germany, Italy, Belgium, the Netherlands and Luxemburg.

GREAT BRITAIN

The National Executive of the Labour Party met this week to approve the Party's new policy statement for home affairs. It was widely expected that the proposals would include the appointment of an Education Commission to direct future plans of a Labour Government for public schools and a reaffirmation of the importance of public ownership in any Socialist programme. Over the past weeks, Mr. Gaitskell has apparently consolidated his hold on the Labour Party, and routed the unilateralists. In contrast, political correspondents have noted that Mr. Macmillan has had troubles with his party. A serious dissension in the Conservative ranks concerns Britain's participation in the European Common Market. There was to be a debate on the Common Market in the Commons this week. Central Africa and Britain's economic policy are other matters on which Conservatives are divided.

Dr. A. M. Ramsey was enthroned on June 27 in **Canterbury** Cathedral as 100th Archbishop of Canterbury and Primate of All England. Church leaders from many parts of Europe walked in the procession and the American Protestant Episcopal Church was represented by Dr. Donegan, the Bishop of New York.

KUWAIT

The rich oil State on the Persian Gulf was claimed last week-end to be " an integral part of Iraq " by General Kassem, the Iraqi Prime Minister. In a special Arabic broadcast from **Bagdad** he said that a decree would be issued appointing the present Sheik as Governor of the " Kuwait district of Iraq." A few days before General Kassem's broadcast, Mr. Heath, the U.K. Lord Privy Seal, announced in **London** a new agreement between Britain and Kuwait, replacing a " bond " covenanted in 1899. (Under the 1899 agreement, Kuwait undertook never to lease or cede any portion of territory to any foreign government except with the express authorisation of the British Government, in return for which Britain assured protection in case of need.) The new agreement terminates this as being inconsistent with Kuwait's independence; notes that relations between Britain and Kuwait would continue to be governed in a spirit of close friendship; and states that where appropriate the two countries would consult over matters of mutual concern.

General Kassem's claim to Kuwait is based on an argument that Kuwait was once part of the Turkish province of Basra. The reigning dynasty in the sheikdom began in the eighteenth century. At the end of the nineteenth century the then sheik asked for British protection, fearing that the Turks intended to make their nominal authority effective. Following the outbreak of war with Turkey in 1914, Kuwait became independent. The present ruler is Sheik Sir Abdullah As-Salim As-Sabah.

Kuwait's importance is that it is a major source of oil to the non-Communist world. It supplies over 37 per cent. of Britain's oil imports. Last week, it was announced in **Cairo** that Kuwait had applied for membership of the Arab League.

CONGO

The radio station in **Leopoldville**, controlled by the central Government, broadcast last Sunday that President Tshombe of Katanga had signed an agreement removing the frontiers between his State and the rest of Congo. Mr. Tshombe reportedly came to terms with Mr. Joseph Ileo, Prime Minister of the central Government, before his return to **Elisabethville,** Katanga's capital. He had been a prisoner of the Leopoldville regime for nearly two months. At the beginning of this week, the circumstances surrounding the announcement were not clear. Some foreign observers in Elisabethville anticipated there might be doubts about the Ileo-Tshombe agreement. If Mr. Tshombe had signed under duress, he might repudiate it.

Other moves towards achieving a unified political settlement in Congo were also surrounded by uncertainty. The agreement, signed between the central Government and the **Stanleyville** regime of Mr. Gizenga, that Parliament should meet at Lovanium University last week-end was not fulfilled. Lovanium is about eight miles from Leopoldville. At the beginning of this week, several dates in July were mentioned as possible days for the meeting of the Parliament.

SOUTH TIROL

The talks in **Zurich** on the South Tirol (Alto Adige) question between Dr. Kreisky, the Austrian Foreign Minister, and Signor Segni, the Italian Foreign Minister, ended last week-end. No agreement had been reached regarding the future of the territory. The bilateral discussions were held in accordance with a United Nations resolution of last October. This declared that if direct Austro-Italian negotiations failed, resort should be had to other peaceful means for settling their differences over South Tirol. Reports from Zurich indicated that Dr. Kreisky and Signor Segni could not agree on what these other means should be. Austria was understood to want an international commission to investigate in South Tirol and propound a solution. Italy was in favour of the matter being taken to the International Court of Justice in The Hague. Italy would have preferred The Hague court rather than the United Nations to have dealt with the matter last year. One of the reasons for the breakdown of the Zurich talks was undoubtedly the continuation of terrorist outrages in South Tirol (see picture on page 9).

General Mobutu, C. in C. of the army of the central Congolese Government, speaks at a recent Press conference in Leopoldville. A number of his officers accompanied President Tshombe of Katanga on his return to Leopoldville

CONTRASTS

In France and Italy

The State visit of President Lübke of West Germany to France symbolised the good relations now existing between the two countries. It was believed to be the first State visit by any German Head of State since the days of Charlemagne. The Parisians gave Dr. Lübke a friendly welcome. It was generally conceded their greeting was warmer than that given by Londoners to Dr. Heuss, Dr. Lübke's predecessor, two years ago. At banquets and on other occasions President Lübke spoke of his people's desire to bury their tragic past and of the great value of the reconciliation between France and West Germany. President de Gaulle paid several tributes to Dr. Adenauer and his regime.

While Dr. Lübke was in Paris, demonstrations by farmers and peasants were continuing in Brittany. Roads and railway lines were blocked and in some places there were clashes between police and demonstrators. In the Vendée Department Mayors proclaimed their support for the farmers and called for a four-day administrative strike in town halls.

Italy, too, was a country of contrasts last week. Rome, like Paris, welcomed a Head of State, President Sukarno of Indonesia. However, this was a private visit. He had come to the Italian capital from Yugoslavia. There was no confirmation of reports that President Sukarno was having private meetings with Dutch representatives with a view to easing the present Dutch-Indonesian tension.

For the tourists flocking to Italy last month the little town of Genzano, to the south of Rome, provided a great attraction. For the celebration of Corpus Christi, the main thoroughfare was adorned with the usual carpets of thousands of flower petals, worked out in most intricate designs. But in the north of the country in the Alto Adige Province (South Tirol) military patrols were still operating against the allegedly pro-Austrian agitators who were disrupting communications.

Madame de Gaulle, watched by her husband, welcomes President Lübke of West Germany to a banquet in Paris

President Sukarno of Indonesia with Italy's President Gronchi (left) and Signor Fanfani, the Italian Prime Minister, in Rome

French peasants picket a level crossing near C

Studying a design for flowers in Genzano

Patrolling the railway in the Alto Adige

Crowds are attracted as usual to inspect the carpets of petals laid out in Genzano, near Rome, in the annual festival

Brittany and hold up the autorail service

Breton farmers in Pontivy are met by tear gas thrown by the police

JOHN CONNELL

A NEW PHASE IN CO-EXISTENCE?

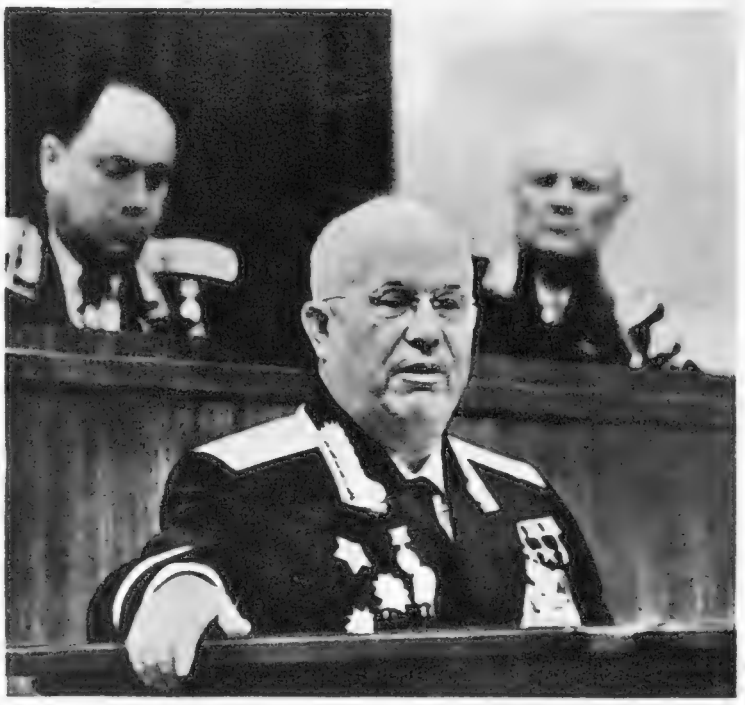
The Vienna meeting between Mr. Kennedy and Mr. Khrushchev, and the subsequent long-distance exchanges, have left us all very much where we were before. But the vocabulary of international affairs has been enriched (if that is the right word for it) by a new image. We all chatter learnedly now about the troika. I must confess that until a few weeks ago I was more than a trifle hazy about the meaning of this word. I thought that it was either a sweetmeat or a kind of ritual dance. It is, says the *Shorter Oxford Dictionary*, " a Russian vehicle drawn by three horses abreast."

But is this indeed the principle which the Russians want to introduce into the conduct of all international organisations? Don't they want a one-horse vehicle driven by three men? Their argument is that henceforth international bodies must be run by a triumvirate, a Western, a Communist and a neutral representative, who must agree on all major decisions. This has been made to appear a tremendous advance on their previous attitude of " Oh, yes, let 's have a round-table conference, and we, the Russians, will sit at the top of the table." *The Economist* holds that it illustrates the Russians' ambivalent attitude towards the neutrals. For myself, since it is not long since it was orthodox Russian doctrine that " there are no neutrals," I believe that it is, in one important though unstressed aspect, a confession of failure. Admittedly Mr. Khrushchev hopes that, quite soon, the neutrals will be cajoled or bludgeoned into coming over to his side; but at least he has had openly to face the fact that they do exist.

The concept of a triumvirate is as old as history itself. Its application to present world problems is merely, in the Soviet Union's interest, a narrowing-down of the long-accepted, much-used and wholly objectionable principle of the veto in the Security Council. If the West and the Communists do not agree—as they do not—on fundamental world issues, the neutrals are not going to make agreement, or even co-existence, any easier.

They will make every conference longer and more wearisome, every international organisation more complicated and less effective. Such strength and unity as the United Nations Organisation has possessed over the years have derived from the character of the Secretary-General and the quality of the staff he has collected around him.

This strength and this unity, since they have several times stood in the way of the fulfilment of Soviet aspirations, Mr. Khrushchev is eager to destroy. Meanwhile he is feeling towards new tactical methods of promoting Communist strategy.



Mr. Khrushchev, in the uniform of a Lieutenant-General, speaks in Moscow at a mass rally on the 20th anniversary of the Nazi invasion of Russia

Though it is a prime article of Communist faith that time is on their side, it is clear that the Soviet leader wants to keep matters on the move. Vienna, both from his point of view and from Mr. Kennedy's, showed how grievous was the *impasse*; he cannot afford a stalemate. He has his own pressure groups within the Soviet Union, and he has the leaders of the Chinese People's Republic breathing down his neck.

Within this framework his strategy is obvious: to contain the West in Europe, and to step-up the process of ousting us, politically and economically, from such positions of influence and authority as we still hold in Asia, Africa and Latin America. With this end in view he wants a German settlement on his terms, not ours, and he wants to make any real progress over disarmament dependent on our acceptance of those terms.

Are we in the West going to submit to this particular form of blackmail? The answer, after a good deal of huffing and puffing will, I fear, be " Yes." Whether, having conceded a Soviet " solution " over Germany, we shall get any real progress towards disarmament is pretty dubious. The Americans show welcome signs of having rumbled Mr. Khrushchev's tactical intentions. Last week Washington sent the firmest Note to the Soviet Union that has been seen for a long time past, demanding an end to delay in signing a nuclear test ban treaty. The State Department nevertheless was at pains to point out that the Note was not an ultimatum.

It did, however, set out American ideas with exemplary clarity and forthrightness. The merging of the test ban negotiations with wider, more comprehensive disarmament discussions, and the consequential delay of the former, would be bound (the Note pointed out) to lead to the conclusion that " the Soviet Union is attempting to continue a situation in which the United States accepts an unenforced commitment not to test."

The result of such a commitment would be, the Note continued, that the Soviet Union, " with its closed society, its Government unaccountable either to a Parliament or to an informed public opinion, and its actions shrouded in a veil of secrecy," would be left free to conduct nuclear weapon tests without fear of exposure. This is the risk which the U.S. and Britain cannot accept indefinitely.

The British Government was consulted about, and fully supported, the American Note. Neither Britain nor the United States was at all in favour of the idea of merging the general disarmament and the nuclear test negotiations. And, the Foreign Office spokesman observed with real crispness, two of the current Russian proposals on nuclear tests—the application of the troika principle in the proposed control organisation and the new terms for a moratorium on small underground nuclear tests—represent total reversals of earlier Russian attitudes, and indeed amount to a repudiation of agreements in principle which have been reached in the course of two-and-a-half years of negotiation.

The nuclear tests ban is one of the crucial aspects of East-West relations at their present stage. The power to control at all may soon slip from the hands of those who still possess it. The French have their own testing programme. Western Germany, by reason of its membership of Nato, has access to training in the use of atomic weapons, if not their manufacture and development. And on the Communist side, there are indications that the Chinese are approaching the test phase in their formidably rapid progress.

This last is obviously the most dangerous factor because it introduces into the atomic arena a nation to whose leaders the use, in war, of atomic weapons is far from unacceptable, politically and morally.

Is Mr. Khrushchev's pressure for a German peace treaty, or peace treaties, embracing his " solution " of the Berlin problem, an attempt to divert attention from this disconcerting development? Is he, as some knowledgeable people think he is, seeking to be able to announce to his Communist Party Congress in Moscow in the autumn that there are international conferences about to assemble, to discuss Germany and disarmament and that Mr. Kennedy has accepted an invitation to visit Moscow? Is this, in fact, the new phase in co-existence?

There is little doubt, I believe, that Mr. Khrushchev would prefer an agreed plan for multilateral disarmament, rather than the grisly alternative of a nuclear free-for-all, with some very unsteady and reckless fingers on the push-buttons. It is here that there is room for negotiation; but here is also a high degree of urgency. Here in Britain, so long as the Opposition was split, and the unilateralists were pouring venom on Mr. Gaitskell and his friends, the Government could, on the whole, afford to coast, uttering from time to time appropriate sentiments, but not offering a very effective lead.

Now, however, the Labour Party, after all its tribulations, is moving towards a united and comprehensible policy—and it is Mr. Gaitskell's brand of multilateralism. This is likely, at long last, to make the British Labour Party a force of some importance once more, not merely in our domestic politics, but on the world scene. Whether its recovery is now sustained enough to make Labour a conceivable alternative Government within the next few years, or whether the capacity for self-destruction is still too strong, may be arguable. But that Mr. Gaitskell has handled the whole issue with a skill matching his courage is, I think, beyond question.

The Prime Minister and the Foreign Secretary have a harder row to hoe now. In the Russian view—implicitly concurred in by the Americans—there is no room in the troika for Britain. We and the rest of the world, committed or uncommitted, must be passengers while the three drivers quarrel among themselves. This is the real, as distinct from the verbal, flaw in the troika concept. The rest of the world, under such guidance, may have distinct and stubbornly uncooperative views about being taken for a ride—a long, perilous ride with an unpleasantly bleak inn at the end of the journey.

Leaders of the South Korean regime plant rice seedlings in a paddy field outside Seoul on Farmers' Day, an annual agricultural occasion. Bending forward on the right is President Po Sun Yun. In the centre in dark glasses and hat is Lieutenant-General Chang do Young, head of the military junta in control of the country. Many other members of his Government joined in planting the seeds from which South Korea hopes to obtain a good harvest. Measures are being taken currently by this administration to improve their people's economy. Promises of this were made in May when General Chang do Young and his military junta seized power from the Government of Dr. Chang. (He had become Prime Minister a year previously after the resignation of Syngman Rhee from the Presidency.) General Chang set up a Supreme Council for National Reconstruction and promulgated a new provisional constitution. He announced that his policy would be anti-Communist, pro-United Nations and aimed at stamping out corruption in internal affairs

PLANTING THE SEEDS OF THE FUTURE

b

Dr. Michael Ramsey stands to take the oath during the confirmation of his election as Archbishop of Canterbury in the crypt of St. Paul's Cathedral. Facing Dr. Ramsey are the nine Spiritual Commissioners—the Bishops of Hereford, Rochester, Salisbury, Winchester, London, Lincoln, Worcester, Ely and St. Albans. The Bishop of London presided

As part of the campaign to help increase Britain's export drive this 20-ft.-high neon sign has been erected in Piccadilly Circus by the Institute of Directors Export Action Now Committee. The sign was switched on by the Rt. Hon. Reginald Maudling, President of the Board of Trade. It proclaims the message "Either Exports Go Up" which changes to "Or Britain Goes Down"

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

A DOLEFUL PICTURE? I suppose a less sanguine Premier than Mr. Macmillan—made confident by some years of suave dictatorship—and a party entrenched in office for ten years might feel a slight discomfort when scanning the doleful picture of our economic state revealed last week. Balance of payments once more serious, cost of living definitely rising—steel prices and railway fares and freights, in particular—the Common Market question raising bitter controversy in more than one quarter, and things that concern Summitry not much nearer solution than in 1945. "We must cultivate our garden" and imitate the eighteenth-century philosophers, at any rate by making a gesture of taking our coats off. For everything in the garden is by no means lovely, and time is the enemy, not the friend, of Tory statesmen or of the nation. It has been the Government's enemy for ten years. Ten years ago they should have faced the vital question of the Common Market. The subject has been taboo by the Whips and Ministers. "It can never come and the less it is talked of the better," they said. The subject has been shunned in debate for years. When from Strasbourg inquirers, anxious to learn the trend of opinion in Britain, demanded references to past debates, they went empty away. Seven years ago we should have been welcomed in on the ground floor. No one doubts that our entry has serious pros and cons. What is so shocking is that the Tories have refused to weigh them hitherto consistently and continuously. And their myopia and dilly-dally are apparent in their domestic planning. They are caught aghast at the telltale figures of the latest census. They are suddenly to learn that the population and its needs have grown since 1945 and the planners are caught short everywhere. From this picture of the state of the nation, I turned (on my return from a holiday) to an article in a Sunday paper which might have been titled: "*Is a Premier really necessary?*" It suggested that everything in the national garden is so prosperous that nothing remains for a government to govern. We are all revelling in our Welfare State and our affluent society and can be left to govern ourselves and prosper under

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The camping season has started by the side of Grasmere in Westmorland. Helm Crag can be seen in the left background in this popular area of the North of England's Lake District

Lady Churchill walks in the grounds of Chartwell with boys of the Churchill School Pipe Band from Salisbury, Southern Rhodesia. The pupils visited the Churchill home in Kent to present an inscribed copper salver to Sir Winston. The gift was received on his behalf by Lady Churchill

inflation. Perhaps a holiday is a dangerous thing to indulge in and brings one home with wrong and distorted ideas instead of renewing a sane optimism. I dare say I ought to invest in 2½ per cent. Consols while they stand in the 30's and wait hopefully and profitably for the Government to pull our economy out of the dark red.

A POINT OF VIEW. "When I contrast the conditions between the early '30's and the early '60's, I say thank God for the Welfare State." So spoke Dr. Coggan, Archbishop-designate of York. Few people on a general survey would disagree with him in what would be broadly regarded as a truism. Unemployment no problem, better homes, ever-increasing amenities and conveniences, recreations and leisure for once down-trodden, frustrated millions, the care of the aged, of the health of young and old from the cradle to the grave, ever lengthening and improving education and a general levelling up between the classes of privilege and non-privilege. These are advances which ensure a broad acceptance of the Bishop's thanksgiving. But the Welfare State and the affluent society are not the same thing under different labels. And since the Bishop will be increasingly called on to weigh both material and spiritual advantages and advances, in his high office, he will admit the difference, and will be concerned to improve alike the sum total of advances derived from the Welfare State and its wealthy sister, the affluent society. And with the latter the spiritual advances do not at present keep pace with the material. There are those who say that the affluent society has not advantaged hitherto the character of the nation and that all the benefits conferred by the Welfare State cannot, except materially, be held to show an over-riding and unquestionable advance on all fronts, the spiritual and material in chief. *Mens sana in corpore sano* is still to be achieved by leaders of Church and State and by the flocks they shepherd.

SIEGFRIED SASSOON'S COLLECTED POEMS. Reading and discussing the collected poems of Siegfried Sassoon, I could not agree with those critics who praise his war poems to the skies and find in his post-war poetry a loss of clarity and inspiration. His bitter hatred of war's imbecility and beastliness supplied his pen with vitriol and barbs. His post-war poems, many on the same sad themes (seeking a meaning of human life raised higher than tragic farce or a definition of achievement and fulfilment) and written in a philosophical mood of "passion spent" or gentled, are perhaps pessimistic, and with his frequent recourse to coined double-barrelled adjectives, have not the clarity of his war poems but they reveal a deep and compassionate understanding of men and women and as always he superbly interprets the country scenes and sounds. But I doubt if more than one or two of his war poems will survive for future anthologies, while several of his later poems may find their place in post-war poetry. Yet it is as a prose-writer that still I most value Sassoon, and I turned again to his *Memoirs of a Fox-hunting Man* which is certainly one of the best in that *genre* ever written by an Englishman and is entitled to be ranked as a classic. His other autobiographical books contain unforgettable passages and brilliant vignettes of famous or eccentric people—Hardy, Blunt, Lady Ottoline Morrell, as examples—and are in no danger of being forgotten. But if he had written nothing in verse or prose except *The Fox-hunting Man*, he would have assured his place in English literature as surely as such "one-book" authors as Shorthouse or Blackmore.

"THE HIGHER THE FEWER." I should be the last to say that politics don't travel north of Blair Athol. They can be very politically-minded in Inverness and Dingwall, where all kinds of contentious matters inflame the passions when local authorities and national boards make decisions affecting hydro-electric projects and the pruning of railway services and matters more directly concerned with the parish pump. But for the English visitor to the Highlands in lovely June weather, the politics and social events of busy June in London are locked in the boot of his car, labelled "not wanted on the voyage," and for my part I pitied, even more than usual, the politicians in Westminster and the socialites at Ascot and all other men and women doing their jobs in offices and in less exalted and colourful occupations, when, before breakfast on one of the loveliest days I can remember, I stood on a high hill between Inverness and Beauly and scanned all the mountains and rivers of that delectable area round the compass from Wyvis back to Wyvis. Such moments, such experiences, are as permanent and untarnishable as memorials in brass. For seldom are they vouchsafed under every possible advantage (with the sight of two sun-lit roebuck moving through the bracken thrown in for good measure). "The higher the fewer": I think it true that the higher one climbs (geographically, not socially or politically), the lighter grow the burdens and cares that beset the busy centres, and perhaps that is why one meets with more human kindness and good manners among those who live among remote hills and mountains all the world over than one finds in what are called the centres of civilised life.

A PROBLEM OF SOUTHERN ENGLAND. It is only when I drive along the roads of Britain from Inverness to Bournemouth that I realise that the frustrations and miseries of road travel today are largely the problem of the south and west counties of England only. Of course, I know all about Doncaster, and about the sea-going east-west traffic-jams of holiday time in the great northern manufacturing areas. But even in those northern black spots enormous improvements have been made, and in June, at any rate, one can have what southerners would call an unimaginable clear run all the way from northern Scotland to Oxfordshire at a reasonable average of 40 m.p.h. And thereafter the miseries and frustrations begin to be apparent. For years people living in Leicestershire (for example) have travelled among their local towns with none of the discomforts which in the south and west still make road-travel a misery; and, so far as I can see, must continue to do so for years to come. They are doing their best in the south and west today to improve matters, but the contrast is shattering, a problem not only of population but essentially of geography and propinquency of popular and populous resorts. It is a pity that so many northerners settle round Bournemouth and pile confusion on our confusion.

THE OLD STAGER

The servants of the Mistress of the Kingdom of the Copper Mountain in Prokofiev's *The Stone Flower*

Right: Their Mistress (Alla Osipenko) and Danila (Yuri Soloviev)

Katerina (Alla Sizova) and Danila are reunited. **Below:** The Mistress falls in love with Danila

ENTERTAINMENT

THE KIROV BALLET

At the Royal Opera House, Covent Garden

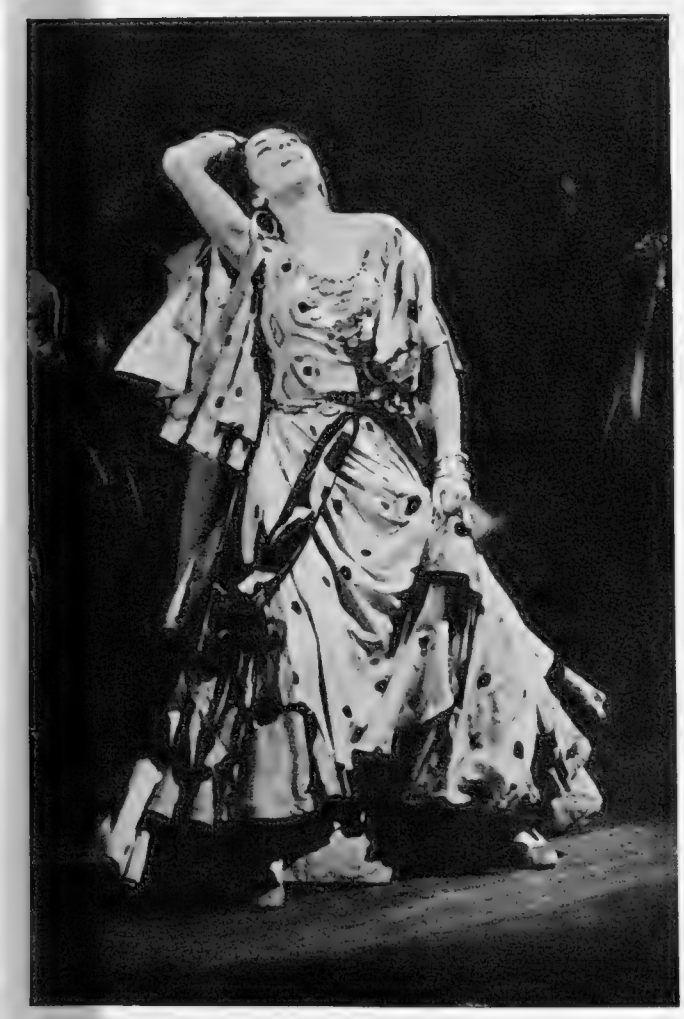
Photographs by Anthony Crickmay

The Leningrad State Kirov Ballet is the full name of the Russian ballet company nostalgically remembered as the Maryinsky. Then it represented the glittering perfection of the home of classical ballet under the redoubtable master Petipa in the Czarist capital of St. Petersburg. To-day it is overshadowed by Moscow's Bolshoi Ballet. But the Kirov remains as the heir of tradition and as a superb school. These qualities are stamped throughout the company's productions, seen for the first time in London in a four-week season at Covent Garden. They are performing the staple fare of classical ballet like *The Sleeping Beauty*, and one new work—Prokofiev's *The Stone Flower*. The pictures on these two pages are of this ballet. It was based by Prokofiev and his choreographer Lavrovsky on four Ural tales and first performed by the Bolshoi in 1954.

A new version was choreographed for the Kirov by Yury Grigorovitch and mounted in 1957. The Leningrad production is notable for its simplicity and directness. Its sets mainly consist of gauzes let down for scene-changes. The story, too, is simple. Danila, a stone carver in the Urals, wishes to create a vase as perfect as a flower. At his engagement party to Katerina, he remains preoccupied. The party is interrupted by the hated overseer, Severian, who is foiled in attempts to gain first one of Danila's vases and second Katerina. In a dream, Danila sees the Mistress of the Copper Mountain, and follows her to learn the secrets of his craft. Left behind, Katerina again thwarts Severian, with the help of a handy sickle. At a fair, he is met by the Mistress of the Copper Mountain and is turned to stone. The Mistress falls in love with the hero, Danila, but releases him when she is touched by Katerina's devotion in following him to the Copper Mountain.

To English eyes, the ballet, with its lyricism, its superbly animated crowd scenes, and its mysterious characters with magical powers, works best as a fairy story. It possesses that peculiarly Russian flavour, an intensely felt whimsy, which sometimes falls into naïveté. But to Russians under the new regime, the ballet tells of the striving of the workers to achieve perfection despite the cruel tyranny of the overseers. What remains in the mind after seeing the Kirov version is the superb precision of the company. Yuri Soloviev's soaring leaps and turns are complemented by Alla Sizova's charming classicism and Alla Osipenko's spiky, brilliant technique. **Jolyon Wimhurst**

Katerina dances with Danila, a simple stone-cutter from the Urals, at their engagement party



The gipsy girl (Irina Gensler) at the fair

Severian (Anatoli Gridin), with his Guards, is watched by the gipsies

THE VOICE OF THE COMMON

CANADA

Mr. Duncan Sandys, the Secretary of State for Commonwealth Relations, was due to start on June 29 on his special mission to New Zealand, Australia and Canada to discuss the issues which would arise in any negotiations for Britain's participation in the Common Market. He is to return to London in the middle of July.

The Canadian view on Britain and the Common Market was expressed recently by Mr. John G. Diefenbaker in reply to a question in the House of Commons in Ottawa. The Prime Minister said:

" On June 9 I stated that the Government was convinced of the necessity for a proper balance being observed as between bilateral and collective consultations on this matter. I said that I envisaged bilateral consultations both at the official and the ministerial levels but that because of the potential consequences of U.K. membership in the Common Market, I believed that the fullest consideration should be given to collective ministerial discussions and also, if necessary, to a meeting of Prime Ministers. In the light of that statement there have been further exchanges with the U.K. Government. As a result, arrangements are now being made for bilateral talks on a ministerial level to take place in Ottawa at a time to be arranged.

" In agreeing to these arrangements it has been made clear that the Canadian Government will regard talks with Mr. Sandys as exploratory in nature and as not constituting the basis for any binding decision or understanding as to Canada's attitude in this matter. I say this because, while I acknowledge the value of preparatory exploration of the issues between the U.K. and Canadian Governments, I am equally convinced of the necessity for these matters to be discussed by representatives of the Commonwealth association meeting together.

" Collective discussions were held some three weeks ago in London among senior officials of Commonwealth countries and I should hope that following the conversations which Mr. Sandys will have here, and other U.K. Ministers in other countries of the Commonwealth, it will then be thought appropriate and advisable for collective ministerial discussions to take place. There will be occasion for this in the regular way when the economic ministers of the Commonwealth assemble for their fall meeting.

" I want once more to emphasise the great importance to Canada and indeed to the Commonwealth Association as a whole of the U.K.'s future relationship with the European Economic Community. The political and economic implications are so vast and complex that they deserve the most searching examination on the part of all countries concerned. It is this consideration and of course in particular a concern for Canadian political and economic interests, which underlies the Government's insistence on thorough and effective consultation."

AUSTRALIA

Australia is involved in the question of a United Kingdom connection with the Common Market because Australian trade to the U.K. in temperate foodstuffs may be affected. In the last trading year, this amounted to about £A140,000,000 out of total Australian exports to the United Kingdom of about £A250,000,000. There is also concern for a developing export trade in manufactured goods and, to a lesser extent, in such raw materials as leather, timber and some metals. Of the foodstuffs group, all except sugar enjoy guaranteed duty-free access to the United Kingdom market and, additionally, all except wheat benefit from tariff preferences over other countries.

Neither duty-free entry nor preference could be continued under the existing terms of the Rome Treaty. While it has been stated on the highest Government authority that there is no question of United Kingdom accession to the Rome Treaty under these terms, it is legitimate to ask what practical arrangements can be made between the United Kingdom and the Common Market countries to safeguard the established and often custom-built trade of the Commonwealth with Britain.

The Prime Minister of Australia, Mr. Menzies, revealed recently that the Common Market had been under discussion between the Australian and United Kingdom Governments for three years and that consultations on essential details were continuing. Mr. Menzies stressed that Britain would not go into the Common Market without consulting Australia and other Commonwealth countries and that there would be no commitment, even in principle, until these consultations ended.

The Deputy Prime Minister and Minister for Trade, Mr. McEwen, told a Country Party conference on June 21 that until recently the British Government had repeatedly said that Britain would join the Common Market only if agriculture and agricultural trade were excluded. But now it was becoming clear that because of the attitude of some of Britain's prospective partners in the Common Market, the whole field of agriculture and Commonwealth trading relations might be thrown into the melting-pot.

He said that while Australia's main export, wool, would not be exposed to any new trade barrier through Britain joining the Common Market, nearly all other Australian exports to Britain might be affected. " It would be unthinkable that foreigners would obtain a preferred position in the British market and should receive higher prices for the same commodities that Commonwealth countries sell to Britain." Mr. McEwen added that it would be totally unacceptable for Australians to find European countries getting their wheat, butter, meat and other foodstuffs into Britain free, while Australian goods faced duties or restrictions. He welcomed the proposed visit to Australia by Mr. Duncan Sandys. He said that Mr. Sandys was coming because Australia had a tremendous stake in the decision which must eventually be made by Britain.

While there are misgivings, particularly among primary producers, about the fate of Australian produce on the United Kingdom market, there is strong feeling in Australia that a British association with the Common Market is desirable, both for Britain's economic survival and in the interests of Western unity. Australia's former Minister for External Affairs, Lord Casey, summed up this feeling in a speech to the House of Lords in London on June 21: " If the United Kingdom were to succeed in joining the European Common Market, she would have a stronger place in what is likely to be a strong and progressively stronger European bloc — and would be in a position to influence European thinking on world problems. But, if Britain were outside what may develop into something like a United States of Europe, the probability is that her political influence, as a world power, would decline—as well as that of the other Commonwealth members."

Peaches are being picked in the Murrumbidgee area of New South Wales

A recent visit to Australia by the President of the Home Market Commission of the E.E.C., Senator Daniele Turani, of Italy, has sparked interest in a possible Australian link with the Common Market. He said that Australia could derive great benefit if it came into the family with Britain in a similar way to the overseas territories of France, Belgium and Holland. Since Senator Turani raised this prospect, the Australian Primary Producers' Union—representing 70,000 primary producers—has indicated that it will support the principle of " associate membership " for Australia should Britain join the Common Market.

NEW ZEALAND

New Zealand has not opposed European integration in principle, and has in fact felt that thus a means might be afforded of increasing the political stability and economic strength of the free world, provided the Commonwealth is not at the same time weakened. Apprehension has, however, been expressed about the possible effect of entry by Britain into the European Economic Community or Common Market on the economic position of Commonwealth countries, and particularly of New Zealand, which, in its almost complete dependence on agriculture for its export income, and its reliance on the United Kingdom as its major market, is in a special position.

The basis for the success of New Zealand's agricultural and pastoral industries has not only been favourable climate but also farming efficiency which has placed her among the world's leading food producers. New Zealand is located at the maximum possible distance from her principal market and the road to success has not been easy. It has not been achieved without a great deal of scientific investigation and application, capital investment and much hard, individual work. The dependence of the farming economy on export trade is shown by the fact that agricultural products, principally meat, dairy products and wool, provide 95 per cent. of her export income.

Helped by traditional preferential arrangements, almost the whole of the country's export trade has been developed toward the United Kingdom market. In 1959-60 Britain took 92 per cent. of New Zealand's butter exports, 94 per cent. of her cheese and 98 per cent. of her lamb. This development is naturally fostered by private commercial links built over the years. There has, of course, been considerable reciprocal advantage for U.K. exporters in the New Zealand market.

WEALTH

The views of Canada, Australia and New Zealand on possible British participation in the Common Market

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

About 40 per cent. of goods available for use in New Zealand come from overseas and the country relies almost entirely on exports of agricultural products to pay for these imports, over 50 per cent. of which come from the U.K. Dependence on agricultural products will continue for some time. Other markets are being sought for these, but it will take time to develop them. Endeavours are also being made to diversify production, but this cannot be accomplished quickly.

New Zealand, therefore, seeks arrangements, if Britain joins the E.E.C., to ensure continuation of unrestricted duty-free entry of her products into the U.K. In return, New Zealand would continue to give preference to Britain for the entry of her products.

Alternatively, if New Zealand, because of British entry into the E.E.C., lost the above-mentioned conditions of entry into the United Kingdom market and instead faced competition with tariff-free, subsidised produce from Europe, perhaps even to the extent of having to suffer preferences against Commonwealth products, there would have to be some compensation. To quote the Prime Minister, the Rt. Hon. Keith Holyoake, "unless the United Kingdom Government can make some compensatory arrangements for British entry into the E.E.C. it will be disastrous for New Zealand in the short term at any rate." The Government, with vital interests to be preserved, has placed its views fully and emphatically before the United Kingdom Government, with which, and other Commonwealth countries, there has been close and regular consultation.

New Zealand is appreciative of this continuing exchange of information and of undertakings given in connection with Britain's consideration of association with the Common Market. On matters about which there is high speculation at the moment New Zealand has had assurance of full consultation before and during any negotiations between Britain and the Six. Confidence is therefore felt that the fair dealing which has existed in the past will continue.

New Zealand is a growing industrial nation and her economic development is not solely dependent upon problems in the agricultural exporting field. With the increasing inflow of capital investment from abroad and intensive use of her own capital resources, the country has entered a new era of development which includes an upsurge in secondary industry. Many substantial projects have already been completed in the development of power resources and public utilities. These form the basis for a variety of new undertakings already launched or planned, some of which, such as the projected aluminium industry, are of magnitude even by world standards. The country has a huge potential of relatively inexpensive hydro-electric power, a prosperous and rapidly growing home market, and, perhaps most important of all, a reserve of potential resources in the skill and versatility of the population.

The new pavilion in memory of Sir Charles Kingsford Smith, the great Australian airman, is on the recreation ground in Suva, Fiji, where he landed on his epic trans-Pacific flight—the first ever made—in 1928. In the foreground is Mr. R. C. Farquhar, who performed the unveiling ceremony. He was the officer in charge of Suva radio at the time of the flight. Kingsford Smith, in his aircraft *Southern Cross*, flew in three stages: from Oakland, California, to Honolulu; Honolulu to Suva; Suva to Brisbane. Among his other famous flights were those from Australia to England in 1929 and from England to Australia the following year. Both set up new record times. Sir Charles Kingsford Smith disappeared while flying over the Bay of Bengal in 1935

Members of the Somerset Cricket Club of Bermuda, on tour in England, present a set of stumps and a ball carved from rare Bermudan cedar wood to the M.C.C. at Lord's. From left are: Mr. Leroy Smith; Dr. C. B. Clarke; Mr. Ronald Aird, Secretary of the M.C.C.; Mr. A. M. B. Simmons, President of Somerset C.C., and Mr. Alma Hunt

A ton of butter is removed from a churn to be packed for export at the Tirau factory in New Zealand. Britain takes almost all New Zealand's butter exports

Below: Chief M. W. Ubani, from Eastern Nigeria, signs the visitors' book in Nigeria House, London, in the office of Mr. C. Achara, the Agent-General, who is sitting behind the desk. With the Chief are other members of the party of Eastern Nigerian Local Government councillors who are visiting Britain to study local government conditions

The marimba—a type of xylophone—is a favourite instrument for street musicians in Guatemala

Dancers on stilts and wearing masks dance to marimba

LAND OF THE EAGLE

Guatemala, spanning central America and with Pacific and Atlantic seaboards, occupies a strategic position in the rather tangled affairs of the Caribbean and Latin America. It is near enough to both Cuba and the Dominican Republic to feel sharply the repercussions of events in both countries. Guatemala gets its name, according to some authorities, from Aztec words meaning Land of the Eagle. But the name is obscure like its early history. For many centuries, the Mayan civilisation flourished, followed by the Aztec. But it is almost certain that a nameless civilisation ruled over the land before these. In more modern times, Guatemala's history has followed the pattern of much of the rest of Central and South America. It was conquered by the Spanish in the sixteenth century, and became independent in the nineteenth century.

There followed a succession of dictators and internal disturbances. Civil war in 1906 compelled the famous intervention in the country's affairs by President Theodore Roosevelt. U.S. influence on the country has remained strong since then. A turning point in Guatemala's fortunes took place in June seven years ago, when a revolution overthrew President Guzman and a new constitution was established. The current President of the Republic, General Ydígoras Fuentes, is a strong right-wing ruler and is in the middle of his six-year term.

Last year he acted swiftly to put down an uprising centred on the Caribbean port of Puerto Barrios. The Guatemalans accused Dr. Castro's Cuba of complicity in the revolt. One event which promises well for the economic growth of Guatemala has been its joining of the Central America Common Market Treaty with El Salvador, Honduras, and Nicaragua.

The ruined monastery of San Francisco in Antigua

A typical street scene in Antigua. Contrasts in civilisation are provided by **left**: ancient Mayan ruins in the forests at Tikal in the north and **right**: neon lighting in the capital

wn of Antigua

The ornate National Palace in the capital, Guatemala City

An Indian market in the ruins of the Jesuit Church of San Agostin, Antigua. The city was the capital of Guatemala when it was a Spanish colony, but was devastated by earthquake in 1773

BRIAN VESEY-FITZGERALD

THE VICTORIAN HANDYMAN

I have been indulging in one of my vices again: going to a farmhouse auction. This time I came away with, in exchange for two shillings (my original bid and, in fact, the only one), a stack of assorted literature—a large number of Victorian religious magazines, an early bound volume of *Punch* (which had been chewed by the dog from the look of it), an incomplete Milton, *The Complete Works of William Shakespeare* (lacking a cover and about 100 pages!), an incomplete *Woodstock*, a tattered copy of *Little Women*, several copies of a magazine called *Good Thoughts*, a reasonably good *Black Beauty*, a good *Vanity Fair*, and several others : as is usually the case—a pile of junk. But also a copy in very fair condition of Loudon's *The Suburban Gardener and Villa Companion*, which is why I made the bid.

If you make a habit of attending farmhouse auctions in out-of-the-way places, you will know Mr. Loudon well; at any rate, by name. He wrote a great many books, and all of them at great length. His *Arboretum et Fruticetum Britannicum* runs to eight volumes, and would represent a life's work for any modern author. His *Encyclopædia of Agriculture*, which was published in 1831, still turns up with surprising frequency at farmhouse auctions, dug out of the attic and rarely in good condition. It is an enormous work in microscopic print, and it covers absolutely everything to do with agriculture from the ancient Egyptians to Mr. Loudon's day. Mr. Loudon did not believe in spoiling the ship for a ha'porth of tar.

So, when I saw his name on the title-page of this book which was published in 1838, I was tempted. Then I read the sub-title, and knew that I must have it. His sub-title reads: " Comprising the Choice of a Suburban or Villa Residence, or of a Situation on which to Form one; the Arrangement and Furnishing of the House; the laying out, Planting, and General Management of the Garden and Grounds; the whole adapted for Grounds from One Perch to Fifty Acres and upwards in extent; and intended for the Instruction of those who know little of Gardening and Rural Affairs, and more particularly for the use of Ladies."

Published in 1838 " particularly for the use of ladies "—but don't be misled: Mr. Loudon had views about the gentle sex. Not for him the simpering Victorian miss, the well-timed swoon: he expected his ladies to work, to be handy and practical and immensely energetic, even to have a sound knowledge of building construction. It is a vastly entertaining book. Consider Mr. Loudon on thatch, and I make no apology for quoting him at length:

A thatched cottage is an object of admiration with many persons who have not had much experience of country life. . . . Such cottages have, perhaps, the gable end covered with ivy, the chimney-tops entwined with Virginian creepers, and the windows overshadowed with vines and jasmines. The ivy forms an excellent harbour for sparrows and other small birds, which build there in quantities in spring and early summer, and roost there during the winter. In June, as soon as the young birds are fledged, all the cats of the neighbourhood are attracted by them and take up their abode on the roof of the house for several weeks; the noise and other annoyances occasioned by which we need only allude to. We say nothing of the damp produced by the deciduous creepers and the roses, as we have already mentioned that: but we must here notice another evil, which is not so obvious, though quite as serious, and this is the numerous insects generated in the decaying thatch; and more especially that loathsome creature, the earwig, which, in autumn, whenever the windows are open, comes into the house in quantities, and finds its way into every closet, chink, piece of furniture, and even books and papers. All cottages of this kind harbour snails and slugs in the ivy; and wherever there are spiders, there are also abundance of flies. As there is always a garden attached to such cottages, it is almost certain, if on a clayey soil, to abound in snails, slugs, worms, and, if the situation is low, perhaps newts. Some of these, from the doors, or at all events, the back door, being generally kept open, are quite sure to find their way not only into the kitchen, but even into the pantry and cellars. Slugs, when small, will enter a house through a crevice in the window, or a crack in the door; find their way to the moist floor of the pantry or the cellar, and remain there for weeks, till they are of such a size that they cannot retreat. There are few persons, indeed, who do not experience a feeling of disgust at seeing the shining traces of a slug in any part of their house, not to speak of finding them on dishes in which food is kept, or even on bread; or at discovering an earwig in their bed or on their linen. The kitchen, in low damp cottages of every kind, almost always swarms with beetles and cockroaches and the pantry with flies; while from the closeness and want of ventilation in the rooms, it is almost impossible to keep fleas, etc., from the beds.

The situation has improved! But Mr. Loudon knew his fellows. A thatched cottage is still the dream of many a person who has not had much experience of country life: the average countryman, given the opportunity, would swap that roof, even for one of corrugated iron, every time.

Loudon knew his stuff. In many ways he was far, far in advance of his time; closer to the mid-twentieth century than to the Edwardians. His planned kitchen is really remarkably modern in its ideas to save labour, and he places it *next* to the dining-room. He also had ideas for a boiler to heat the bath-water, thus saving the trouble of carrying jugs of boiling water upstairs to the hip-bath in the bedroom. But he never thought of a bathroom: his boiler was a portable one that could be placed in the bedroom. He seems, indeed, to have had a premonition of the servant shortage: this was extraordinary, when you consider the age in which he lived. He is at pains to point out that even a total absence of servants need not necessarily mean misery.

Though Loudon's views on house-planning are so surprisingly modern, his ideas on garden-planning are not. It is evident that he never visualised a shortage of gardeners. What Loudon wanted in a garden was vistas; vistas and statuary, the more statuary the better. What he wanted to see in a garden was fountains and statues and pools and rockeries, urns and vases. Without them in his view you had not really got a garden. He describes in great detail the suburban garden of one Mrs. Laurence, which he considered to be a model of its kind. The statuary included Fame, various nymphs, a dwarf, Cupid, Mercury, a Dying Gladiator, and there seem to have been endless urns and vases and fountains.

Wherever you looked, says Loudon with undisguised satisfaction, " the eye observes an intricate maze of agreeable and beautiful objects." He admits that " everyone cannot have so many fountains, or form rockwork of spars, fossil organic remains, and other geological specimens brought from distant parts of the country ": but he makes it clear that you ought to do your best. " The humblest and most economical possessor of a villa residence may take a lesson from Mrs. Laurence."

Dated? But, you know, I think we are only just beginning to catch up with Mr. Loudon. A casual glance at the suburban gardens, especially the smaller ones, of any of our great cities will show you an astonishing array of Disney dwarfs, storks, herons, elfs, Cupids, fish-ponds, contrived rockeries. Mr. Loudon would have approved. But not, perhaps, of the Disney dwarfs. He had not much of an eye for colour.

During the match between Bedford School and Tonbridge School, G. C. Aylward, of Tonbridge, sweeps to leg. In his first innings he made 103, the highest score of the game

Bedford School, the hosts, go out to field during the two-day match

The Tonbridge eleven come out from the pavilion. The game ended in a draw

PUBLIC SCHOOLS CRICKET

BEDFORD v. TONBRIDGE

C. D. Gilmour bowling for Bedford

M. J. C. Page (Tonbridge) drives for four in the first innings

The two-day match, on June 9 and 10, between Bedford School and Tonbridge School at Bedford reached its climax in the last hour of play. At the close the hosts were within twenty runs of victory having been set to score 231 in 155 minutes.

Tonbridge opened the batting on the first day and, as a result of aggressive innings by G. C. Aylward, 103, and D. P. Toft, 67, reached a total of 270. R. A. Lee took 4 for 65 and C. D. Gilmour 4 for 76. Bedford's first innings did not produce the batting shown by the visitors. P. M. Taylor, the captain, had a good knock of 79 and P. Mellor made 26. Bedford's last wicket fell at 171, thus narrowly averting the follow-on. P. J. C. Canney bowled well to take 7 wickets for 34.

In their second innings Tonbridge went all out for runs. D. P. Toft scored 52 and P. J. C. Canney 22. The visitors declared at 132 for 7, N. A. Ramsey having taken 4 for 32. Bedford, left with just over two-and-a-half hours' batting time, played a confident second innings and at the close of play were 214 for 6. P. Mellor scored 63 and P. M. Taylor 57.

J. M. Pearson (Bedford) catches P. Hayes off R. A. Lee

D. P. Toft, who played two sound innings for Tonbridge, backs up as N. A. Ramsey bowls.
Left: R. A. Lee (Bedford), who took 4 for 65 in the first innings, delivers a ball

The Dragons *Salamander*, *Venture* and *Vara* lead the fleet during the first " Indicator Trials " of the R.Y.A. in Poole Bay, Dorset

GABOR DENES

YACHTING

Those of us who saw the first Tall Ships Race in 1956, or at least some part of it, such as the start in Torbay, are delighted to hear that it is again England's turn to see the square-riggers in action. The next race will be from Torbay to Rotterdam in August 1962. The ships will head across the Channel after the start, round a mark off Ushant and then race up to the finishing-line in the open water off Beachy Head before making their way to Rotterdam. As usual, there will be two classes for yachts as well: these will race the whole distance, and will finish at Rotterdam.

The ships and yachts will assemble at Dartmouth on August 12 and for a week there will be a programme of sporting events and regattas for the crews. Commander W. J. P. Church, R.N., Secretary of the Sail Training Association, tells me that a record entry of Tall Ships has been promised. These include the Norwegian *Staatsraad Lehmkuhl* (1,939 tons), winner of the 1960 race from Oslo to Ostend; *Sorlandet* (617 tons), Norway; *Christian Radich* (806 tons), Norway; *Danmark* (945 tons), Denmark; *Georg Stage* (393 tons), Denmark; *Gorch Fock* (1,499 tons), West Germany; and the French *La Belle Poule* and *L'Etoile*.

Among the yachts which are competing are likely to be *Lutine* (Lloyd's Y.C.); *Urania*, the Dutch naval training yacht; *Marabu*, her British counterpart; *Nordwind*, which crewed by Sea Scouts, took part in the last race, and the five seamanship training yachts from the Britannia Naval College, Dartmouth.

The report of the findings of the R.Y.A. Olympic Sub-Committee entrusted with the investigation of Olympic training and other problems, especially selection, contains much sound common sense and a considerable amount of new and original thought. The Committee was headed by Peter Scott, who has given ample evidence of shrewd diplomacy in his work on the I.Y.R.U., and included Sir Geoffrey Lowles, chairman of the last Olympic Committee; J. R. Brians; I. G. Butler; Pat Dyas; P. V. Mackinnon and Stewart Morris. Even the list of expert witnesses who gave evidence before them is formidable, including Owen Aisher, R. P. Creagh-Osborne, W. L. Dawes, S. Jardine, J. F. R. Mitchell, Vernon Stratton and K. Wild.

The basic suggestion of selection by special trials to be held as late as possible is fundamentally right, and so is the principle of " indicator trials " to be held each year merely for picking out potential candidates who should be encouraged and supported in gaining international racing experience.

Regarding the actual selection this is again to be made by the Council on the recommendations of the Olympic Committee to be appointed. One would have preferred, perhaps, an Olympic Committee with full powers of its own, but on the other hand, the Council's function might be regarded as a mere rubber-stamp formality if the Committee's recommendations are strong and undisputable. Uncertainty among candidates has been the complaint in the past. It is now clearly recommended that information should be given as soon as practicable, after the trials.

Moonlight II (T. J. Mitchell) is one of the many entries for the night race round the Isle of Wight for the Export Woodbine Trophy starting at 8 p.m. on Friday, June 30

Some other positive and unprecedented suggestions were made. The R.Y.A. should encourage the Torbay Yachting Association and the Poole Bay Olympic Sailing Association to develop facilities over Olympic courses. Participation in selection trials should carry with it the obligation on those not selected to lend their boat or equipment to the highest scorer. To encourage racing in the single-handed Finn class, a special prize may be offered for champions in other dinghy classes competing in Finns.

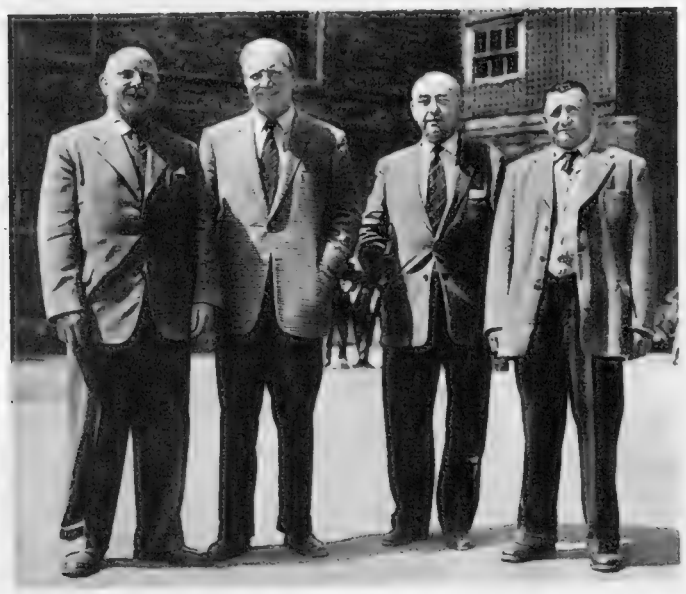
Miss Sally Bonallack drives over the lake from the Ladies' 3rd tee

BRITAIN'S GREAT GOLF CLUBS

THORNDON PARK

Thorndon Hall is one of the most delightful parkland golf courses in Essex and is only about twenty miles from the centre of London. The club was formed in 1920, a large part of the ancient deer park and the Hall itself being leased from the trustees of Lord Petre. There is ample space for a long course, with a number of picturesque hazards, including a lake and a stream running through a small ravine. The Hall makes a stately club-house. There are three long holes of 507, 482, and 462 yards respectively and eight more of between 380 to 420 yards. The 3rd hole starts with a drive across a corner of the lake and the next has the ravine as its hazard. Part of the natural beauty of the course is formed by Menagerie Wood, taking its name from a collection of animals once housed there. The wood contains fine examples of thorn, maple and hornbeam. The length of the course is 6,306 yards: S.S.S. being 72.

Next in this series will be Weston-Super-Mare Golf Club in the issue of July 8.



Syd Dennis, the professional; Mr. J. E. Talbot, the captain; Major H. G. Bushell, the secretary; and Mr. J. Noakes, the head green-keeper

Mr. and Mrs. D. Marriner, Dr. and Mrs. H. C. Hamilton

Mr. D. Barber, Mrs. E. Day, Mr. K. G. Moore, and Miss A. Defriez

Mrs. H. J. Defriez and Miss Bonallack

Mr. H. Barber, Dr. H. Nicholls and Mr. W. Anderson

TRAVEL

AUTUMN IN LAPLAND

By GORDON COOPER

Towards the end of August or early in September, the telephone lines at the tourist hotels in Finnish Lapland will be busier than usual with long-distance calls. Mostly they will be concerned with a common query: "Has *ruska* started yet?" *Ruska* means "autumn colours"; it is one of the less publicised of the attractions of this wild country beyond the Arctic Circle, and this fact never ceases to surprise me. For the autumn colours of Lapland are unique in Europe.

It is always dangerous to be too specific about the best time to see any natural phenomenon, but I think I can safely say in this case it is the first two weeks of September. I have heard people express the opinion that summer so far north ends about mid-August. This is nonsense. The midnight sun may no longer be visible, but the days are still about sixteen hours long; temperatures may be lower—probably around the 55-65 deg. Fah. mark—but climatic records show that the weather is as stable during this period as any time in the summer. Another advantage is the complete absence of mosquitoes for which the height of the Lapland summer is famous.

Ruska is at its best after a good summer, which includes a normal amount of rain, and it comes with breathtaking suddenness after a few nights of sharp frost. It can even happen overnight, sweeping the forests and fells as swiftly as a forest fire, so that you wake in the morning hardly believing the blaze of colour that greets you from your hotel window.

The vegetation of Finnish Lapland consists mainly of birch, spruce and pine, becoming gradually more stunted as you travel higher in latitude or altitude until, in the far north, only the forests of dwarf birch survive. The ground is carpeted with the greyish-green of reindeer moss and a wide assortment of berry plants. Imagine then the birch trees blazing in a robe of piercing yellow, and each berry plant graduating from rust through orange and red to brilliant scarlet, and multiply this over thousands of square miles, relieved only by the dark stain of the firs and laced with lakes and racing rivers. It is a sight of unbelievable beauty.

There are five main tourist centres in Finnish Lapland, each with a hotel run by the Finnish Tourist Association offering excellent accommodation for all but the most luxury-minded. Each has a first-class licensed restaurant, one or more sauna baths, English-speaking members on the staff, and accommodation ranging from single and double rooms to four- or six-bedded rooms. All have running h. and c. and some have private showers. Hotel rates range from just over £1 a night for a single room to about 10s. for a bed in a four- or six-bedded room. Set meals between certain hours cost from 8-10s., but you can eat *à la carte* any time between 8 a.m. and midnight.

The five hotels are at Ivalo, Inari, Utsjoki, Kilpisjärvi and Pallastunturi. My recommendation at *ruska* time is Pallastunturi, 150 miles north of the Arctic Circle, though I must quickly add that it is a place for lovers of solitude. The hotel is perched in splendid isolation at about 1,500 ft., caught in the crook of five fells, part of the group from which the hotel takes its name. It lies at the end of a branch road (served by postbuses twice daily or by regular tourist buses), about 14 miles from the main road, 20 miles from the nearest village of Muonio, itself only a river's breadth away from Sweden and linked to it by a car ferry.

The walks are endless, and from the top of the fells the views stretch right across Finnish Lapland and far into nearby Sweden. The sky seems immense and from it you can read the weather variations over a region of well over a thousand square miles. Walking enthusiasts should particularly not miss the 40-mile trek which begins at Pallastunturi Hotel and leads over two groups of fells to the village of Enontekiö. The way is marked and there are three or four log cabins en route where you can spend the night.

Enontekiö's modern church, with its altar mural depicting Lapps and reindeer in mosaic against a vast snowy background, is well worth visiting. Like most of the villages in Finnish Lapland, it was almost completely rebuilt post-war. Nearly every house in the province was burnt to the ground in 1944 when the Germans retreated northwards to Norway, and as a result of all this post-war reconstruction, one comes across surprising examples of modern architecture in the most unexpected places.

The largest-scale example of this is Rovaniemi, Finnish Lapland's administrative capital, a fraction south of the Arctic Circle, and the gateway to the province whether you travel by air (3 hours from Helsinki), rail or road from the south. It is a smart modern town of 20,000 inhabitants (it doubled its population during the process of reconstruction), with first-class hotels, an interesting church and public buildings; and there is a war memorial by Wäinë Aaltonen. Here the railway ends, apart from a short north-eastern stretch which does not concern us. You continue by air or bus to Ivalo (for Ivalo, or Inari and Utsjoki north of it,) or by bus to Pallastunturi or Kilpisjärvi. The bus journey to Pallastunturi takes about 6 hours. Incidentally, on the platform at Rovaniemi station wandering reindeer can occasionally be seen.

Quite apart from the glory of its autumn colours, early September has another natural beauty in store for, almost without fail during this period, one can see the first performance of the Northern Lights for the coming winter season. Although at their best in the depths of winter when nights are bitter, they flicker across the northern autumn sky. I can think of no more perfect end to the summer—and no better balm for thoughts of the long winter months ahead.

For further information : Finnish Travel Information Centre, Finland House, 56, Haymarket, London, S.W.1.

The hotel inside the Arctic Circle run by the Finnish Tourist Association at Pallastunturi

HOLIDAY POINTERS

Deauville, perhaps the most fabulous seaside resort in Europe, is this year celebrating its centenary with an elaborate programme of sporting events, galas and entertainments. Copies of the brochure detailing what 's on can be obtained from the Syndicat d'Initiative, Deauville (Calvados), France.

An Innocent's Guide to Paris, by Peter Roper-Whelpton (Constable. 6s.), is the latest book for the holidaymaker in the French capital. It provides in nutshell form almost all the answers required not only by the "innocent" traveller, but also by the more sophisticated.

I am an indifferent linguist, despite the possession of many text-books and various gramophone record guides. I am, however, now brushing up my "schoolboy French" with the *Holiday Enjoyment Language Guide* which includes four records (in a neat holder) and is prepared by that doyen of French experts, Vivian Rowe. It is published by Mary Glasgow and Baker Ltd., costs only 37s. 6d., and can be purchased through your bookseller.

LONDON DINING-ROOMS

COURAGE & BARCLAY

Drawings by Geoffrey S. Fletcher

A brewery is always a pleasant spectacle and the Anchor Brewhouse of Messrs. Courage and Barclay delights the eye at Horsleydown, on the south bank of the Thames close to Tower Bridge, in Bermondsey. It is a fine example of late Victorian industrial architecture but a part of the building is considerably older. This includes the dining-room.

John Courage of Aberdeen came to London about 1780 as a shipping agent. In 1787 he acquired a small brewery at Horsleydown (originally known as Horsey Down because horses were pastured and sold there). Thus the business was founded which still bears his name. The buildings were extended and John Courage lived on the premises. The late eighteenth-century dining-room was one of his apartments. In 1891 the brewhouse was destroyed by fire but, fortunately, the dining-room was among the part which was saved from the flames. It is a light room with a frieze running round the top of the walls and is furnished with two highly-polished old mahogany tables. Over the period fireplace is a portrait of Lieut.-Colonel J. H. Courage, a former chairman and still a director of the company, which merged with Barclay's in 1955.

The windows of the dining-room look on the cobbled courtyard, another survival of the 1891 fire. On the day the blaze started, Mild Ale XX was being brewed. It was "Fourpenny," so called because it was sold to the public at 4d. a quart. Beer prices have changed, but the atmosphere of the dining-room can have altered little in its long history.

The old courtyard with its arched gateway at the Anchor Brewhouse

The dining-rôom dates from the late eighteenth century in the brewery of Courage and Barclay by the side of the Thames in Bermondsey, London

BOOKS

UNUSUAL PEOPLE

Autobiography by John Naish and Madame de Borodesky; biography of Chippy Patterson; Iris Murdoch's new novel heads this week's fiction

THE CLEAN BREAST (New Authors. 18s.) is new in every sense: a first book by a new author and an autobiography produced to a new plan of eleven separate episodes. This method has the effect of heightening the narrative and giving it a vivid, almost fictional impact. Mr. John Naish, who was born in Wales thirty-odd years ago, served in the Forces during the war and later migrated to Queensland, since when, he explains, his income-tax returns have shown his occupation as sugar-cane cutter. He has also been navvy, gravedigger, fettler, miner, axeman, bookmaker, barman, clerk and fruit picker. He adds, with fine detachment, that "writing, being more convenient, has replaced painting as my main interest." Your reviewer will add that it is not only more convenient: it is obviously the profession Mr. Naish was born to, be the list of other crafts never so long. The story of his life is wonderfully well told and with no smallest trace of the amateur.

Madame Sonia de Borodesky is the only woman in France with a permit to fish as skipper with a crew in coastal waters. If that were not extraordinary enough, she is also a veteran of the Resistance, the grand-daughter of a Russian naval officer, a wife and the mother of four children to whose keep she contributes by putting out to sea in all weathers. Her skipper's certificate came at the end of a long battle, but it was only a token of triumph, not success in itself. For this, her work must be unceasing and it is of her life in port and at sea—the sea that she loves in all its beauty and treachery—that she has written in THE SURGE OF THE SEA (Robert Hale. 12s. 6d.). Translation by Mr. Mervyn Savill.

The Patterson family of Philadelphia have had such a reputation for exclusiveness that they are said once to have refused to receive an Emperor's brother for the damning reason that he was not well-born. Christopher Stuart Patterson, Jr., however, though a member of the family, was early in revolt against it, rejected its environment and became an alcoholic while still in his teens. Later he served in the Navy and, later still, decided to work for his Bar exams, discovering in himself a natural aptitude as an advocate. For thirty years, from 1903 to 1933, when he died, he made legal history in the United States by some of the most unconventional methods ever used before or since. His story is a fantastic one, wonderfully well told by Mr. Arthur H. Lewis, in THE WORLDS OF CHIPPY PATTERSON (Gollancz. 21s.), which contains some amazing accounts of the trials in which he figured so sensationally.

A SEVERED HEAD (Chatto and Windus. 18s.) is not the kind of title to give a promise of wit, or the warmth and passion of human relations, yet these are to be discovered in Miss Iris Murdoch's novel, together with a chillingly clever analysis of an *homme moyen sensuel*. The triangles that form and re-form are described with this author's particular magic. Her objectivity is quite extraordinary—and I will not add the denigrating words, "in a woman writer." Nevertheless, not everybody will enjoy reading this subtle tale with its undertones, not so much of amorality as of egotism carried to a positively hallucinating degree. It is, in its way, a work of art; intellectual and sometimes wildly funny.

LA VIE PARISIENNE at Sadler's Wells Theatre. The parade of the waiters is one of the scenes from Wendy Toye's delightful production of Offenbach's operetta. Running until July 8 it is being performed in a new English version by Geoffrey Dunn

Miss Elizabeth Mavor, with her second novel, THE TEMPLE OF FLORA (Hutchinson. 16s.), has now firmly established herself as a young writer of considerable gifts, among which are humour, a sense of form and an ability to touch on the fantastic without allowing her style to become whimsical. The story she tells in her new book is about a country village which has to all intents and purposes been given over to flowers, weeds, birds and a happy-go-lucky population who make up in carefree paganism what they lack in organising spirit. To this rather slipshod community comes an intelligent and attractive woman who is trying to bury the memory of an unhappy love affair under a pile of new resolutions about reforming herself and other people, and tidying not only her own home but more or less the entire place. Her efforts are countered both stubbornly and intelligently, and the climax of the book is a wholly unexpected one. All very adult, skilful and far from banal.

THE WATER AND THE SOUND (Cassell. 16s.), by Miss Gillian Tindall, is the tale of a young woman's search for the truth about her dead father and mother, both of them a legend since their spectacular lives and deaths. Drodi, the father, had been a kind of French Dylan Thomas or a Modigliani, greatly talented but burning himself out by excesses and dying before the age of forty. Marian, the mother, killed herself on his death, leaving behind a Montparnasse legend of the '30's and

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LINER CAPTAIN

The reminiscences of Commodore Thelwell

Commodore Robert Thelwell has taken the view that what the great British public want to know about his years of command at sea are the human things great and small. The result of this decision is a delightful book, full of incident and humour. I CAPTAINED THE BIG SHIPS (Arthur Barker. 21s.) covers a career ranging over two world wars, commanding the *Caronia* and the two *Queens* and sailing in the *Mauretania*, the *Berengaria* and the ill-fated *Lancastria*. One thing is apparently common to all classes of passenger on the high seas—the thrill to be had from a little successful smuggling. One such smuggler was a Cockney steward who conceived the idea of filling the locker under the captain's bunk with gold watches. Fortunately the plot became known to the Customs officers who were able to connect it with a notorious shore-based smuggling ring. Sometimes the 3,091-mile journey from Southampton to New York is humdrum, but not often, says Commodore Thelwell. Put about 1,130 passengers aboard one of the big ships, add 4,000 or 5,000 bags of mail, 300 or 400 tons of cargo, a box of gold, a few bars of silver and, with a crew of more than 1,200, a captain is lucky to reach the other side without having to solve major problems.

When Peter Baker, former Member of Parliament for South Norfolk, left Wormwood Scrubs after serving a seven-year sentence he records that the Governor of "the Scrubs" smilingly declared, "It will be a change for this prison from now on to have only one Governor." Mr. Baker records with relish this interlude in his book, TIME OUT OF LIFE (Heinemann. 21s.), in which he attempts to set down some of his experiences both in "the Scrubs" and at Leyhill Prison Without Bars in Gloucestershire. Ex-prisoner Baker neither pleads innocence nor plays for sympathy, but he gives what appears to be a most authentic picture of prison life, its pointlessness, weariness, its sheer monotony and its occasional moments of truth. His own active part in prison affairs is only what one would expect from such a strong personality with such a zest for life even under appalling personal difficulties.

Here are two background books of special interest. S.O.S. (Cassell. 12s. 6d.) is Cyril Jolly's story of the lifeboat service—a service which stems from the celebrated appeal made by Sir William Hillary in 1822, calling the nation to action in respect of saving life at sea. In each decade men have come forward stirred by Hillary's example; and we are not allowed to forget Grace Darling, the daughter of a lighthouse-keeper, who went out in a rowing-boat to bring in survivors from the *Forfarshire*. Mr. Jolly tells the story simply and well, and some excellent illustrations adorn the text. THE FORGOTTEN ONES (Hutchinson. 25s.) records the work of the men and women of the ground crews who kept our aircraft flying during the war. Air Chief Marshal Sir Philip Joubert de la Ferte here shifts the limelight from the pilots, the navigators and the gunners, writing not only with knowledge but affection.

What can one say about a book which has the title THE DAY KRUSHCHEV PANICKED (Cassell. 13s. 6d.)? It starts off by telling us that during the third week in September 1960, when *Lady Chatterley's Lover* was about to be adjudicated upon in the courts, the world escaped a Third World War by a hairs-breadth? George B. Mair asks us to attend to this dramatic theme, and we can hardly withhold from this world-travelled Scot some measure of the attention he plainly demands. At the end of it all most of us can only say "I wonder"; can there be any real basic truth in the charge that Russia had in mind on that fateful day a globally-synchronised plan for the annihilation of all enemy targets? Mr. Mair puts his points boldly; all we can do is reel back in awe and have a little quiet panic on our own.

Whatever else divides us from South Africa it is thankfully not sport, either on the cricket or the football field. J. B. G. Thomas's SPRINGBOK GLORY (Stanley Paul. 18s.), an account of the South African Rugby tour in Britain in 1960-61, tells us of some of the most determined and interesting Rugger ever played.

R. C. E.

an orphaned child who was to grow up in England. Now, as an adult, she returns to France to probe into her parents' past and, unknowingly, to parody many of her mother's experiences. Miss Tindall writes sympathetically about the confusion of youth and evocatively about Paris, whether Left Bank or Right.

The author of *Tunes of Glory* has written a very different kind of novel in HOUSEHOLD GHOSTS (Longmans. 16s.), which is the simple but never obvious story of a young married woman who attempts to find with a lover the kind of physical happiness she misses with her husband. A predictable triangle, one might have said but, in fact, it is far from that. For one thing, Mr. James Kennaway has made this more a novel of character than of situation and, to continue, he has examined and brought those characters to life with a real tenderness. None of them is wholly good or bad, any more than any of them is wholly wronged. A subtle and satisfying piece of work, beautifully drawn against a background of the Scottish Lowlands.

Anyone wishing to know what the life of a high-powered Press agent might conceivably be should read Mr. Frederic Mullally's MAN WITH TIN TRUMPET (Barker. 15s.), a good title, incidentally, for the author's theme. The Press agent, his beautiful wife (coolly but correctly described as lascivious) and a City financier are the three central characters who whirl through the story doing each other practically no good at all and, in the process, giving the reader a hair-raising glimpse of the big business of publicity.

The baker's dozen of short stories in THE BIG IT (Hutchinson. 15s.) deal with the American West and they are told in a straightforward way, simply but without naïveté, by Mr. A. B. Guthrie. They are funny or touching or exciting but above all they give what one instinctively knows to be a true picture of such a place as Montana some years ago, with its ranchers, its cattle hands, its rough-and-ready social functions and its opportunities for what is now depressingly known as the cult of the individual. Recommended as a book that is quite out of the way, in more senses than one.

A PHANTOM CALLED GLORY (Hutchinson. 21s.) is the latest addition to the fabulously long list of books, fictional and factual, about Napoleon Bonaparte. Mr. Patrick Turnbull has chosen the decline and fall of Napoleon as the subject and period for his historical reconstruction, beginning with the Emperor's marriage to Marie-Louise and ending with his exile to St. Helena. To Napoleon addicts, myself included, there can never be too many books about this great figure since one is always hoping for some new light on his extraordinary character, on his powers, or even on his shortcomings. There is no such revelation in Mr. Turnbull's novel, but it is a genuine and thoughtful piece of work and gives a kindly portrait of the wife who presented Napoleon with his dearly loved son.

For reading of the type once recommended only for train journeys and holidays and now, I am happy to observe, a widely popular category, there are two new thrillers, both worthy of your attention. SIX BLACK CAMELS (Gollancz. 13s. 6d.) is by Mr. Edwin Lanham and is about a young lawyer in an old Connecticut town. Ingenious and really well written. THE JUDGE IS REVERSED (Hutchinson. 13s. 6d.), by Frances and Richard Lockridge, is a story animated by that nice New York couple, Pam and Jerry North, who contribute substantially to the nervous wear and tear in the city's Police Department. Both books are "musts" for your list, holiday or no holiday!

Vernon Fane

Ophelia (Linda Gardner) and Hamlet (Jeremy Brett) in the Oxford Playhouse production of Shakespeare's tragedy

Gertrude is played by Helen Cherry

HAMLET

at the Strand Theatre

The Oxford Playhouse production of *Hamlet*, by the resident director, Frank Hauser, started a month's season on the West End stage last week. It is a simple straightforward version, which attempts to give a clear account rather than delve into the complex mysteries of motivation which lie behind the action. Hamlet is played by a young actor, Jeremy Brett, in a traditional and lucid reading. The company has been strengthened by the addition of Robert Eddison as Polonius, Joseph O'Conor as Claudius and Victor Maddern as the first grave-digger. Critics attending performances of Shakespeare's plays are pleased when they spot a new piece of "business." In this production, they have noticed that Ophelia in her mad scene takes Laertes' sword and puts it among her posies, clearly without any idea of what it is.

Claudius (Joseph O'Conor), Polonius (Robert Eddison) and Ophelia

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

F. J. Stephens

The new chairman, from Saturday, July 1, of the board of The "Shell" Transport and Trading Co. Ltd. is Mr. F. J. Stephens, who succeeds Lord Godber. Frederick James Stephens was born in 1903. He was educated at Marlborough College, Grenoble University and Pembroke College, Cambridge, where he read modern languages. He joined the Anglo-Saxon Petroleum Company in London in 1926, his first assignment as a trainee being in the Venezuelan oilfields. Two years later Mr. Stephens was back in London. From 1937 to 1940 he was in the U.S., returning to London for the war before going back to the U.S. in 1946 as director and executive vice-president of the Asiatic Petroleum Corporation, New York. When he again returned to England in 1948 he was concerned in co-ordinating Shell companies' capital expenditure programmes and general finance during the post-war expansion. Mr. Stephens has been a member of the Board of The "Shell" Transport and Trading Company since 1951 and a managing director since 1957. Throughout the years in which staff matters have been his particular responsibility he has developed cordial relations with a large number of Shell staff in London and overseas. A widower with no children, he devotes much of his leisure helping his godchildren and the young members of the boxing and cricket clubs in the Surrey village where he lives. Mr. Stephens' overriding interest is his garden and his fondness for flowers accounts for his other hobby, which is photography

VENTURES IN GAS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

The interior of Britain's first Lurgi high-pressure gasification plant at Westfield, Fife, which was to be opened by the Queen on June 27. Each of the gasifiers weighs 50 tons and consumes 240 tons of coal, 60 tons of oxygen, and 220 tons of steam to produce the equivalent of at least 7,500,000 cu. ft. of gas a day

Considerable kudos awaits anyone, in the international oil industry, who first manages successfully to export natural gas in commercial quantities across the seas; and there would be a certain irony in this strongest fortress of international free enterprise, if that kudos were to be won by a nationalised industry. For while two major oil companies are strongly represented, both financially and technically, in Conch International Methane, which recently signed a contract to export Saharan natural gas to Britain—if and when the Ministry of Power agrees—the fact remains that the other parties to this contract are two semi-nationalised French oil and gas companies who can supply the gas, and Britain's own Gas Council, which is the likely customer. And in this technically and politically interesting venture it may be said that in recent years it was the customer that made the running.

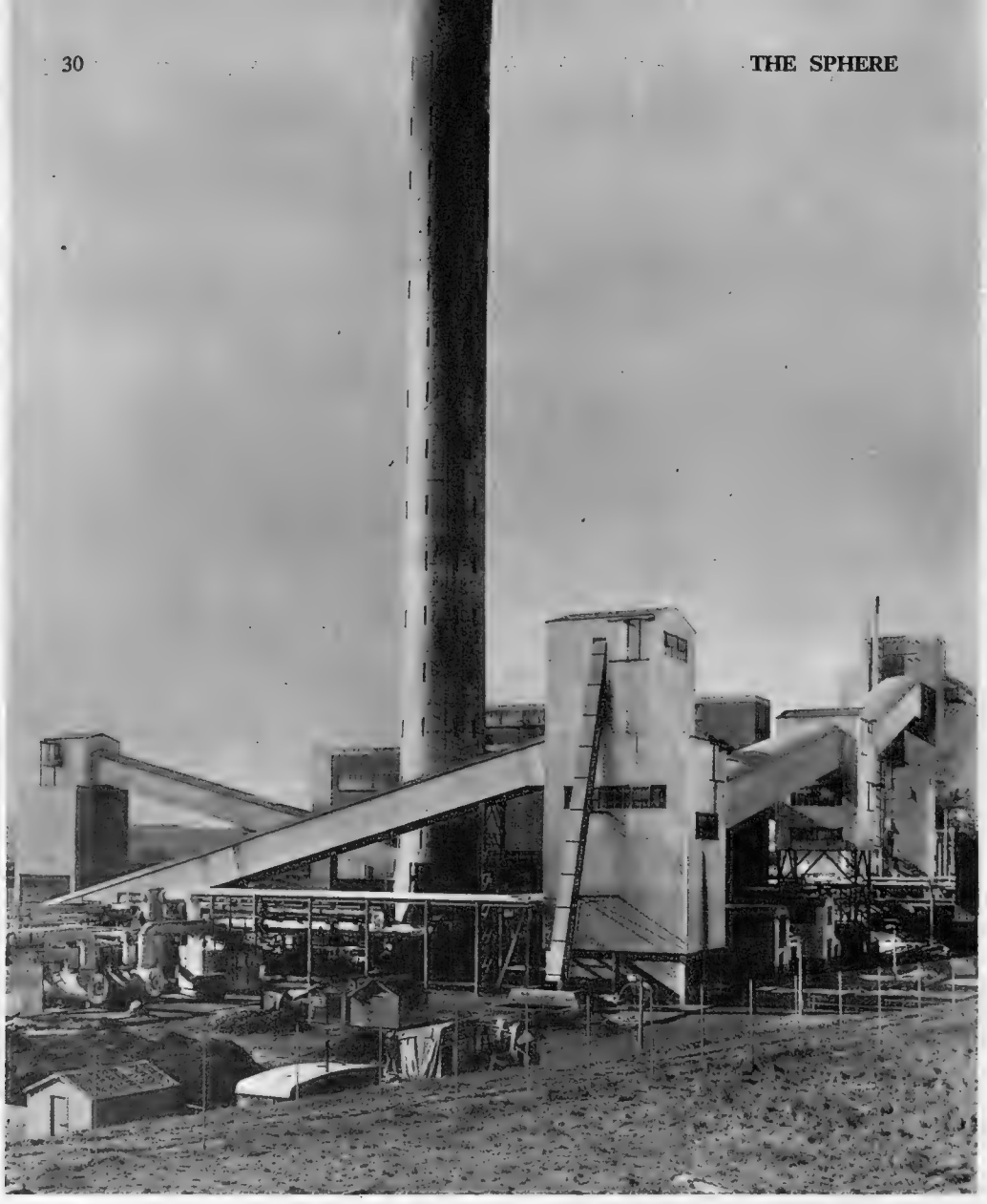
The Gas Council was not responsible for the idea of importing natural gas as a deeply refrigerated liquid across the seas: but for some years after the original impetus of the venture flagged it supplied most of the drive. The idea had long been considered and discussed in the oil industry, as well it might have been. Any world industry with countless millions of cubic metres of gas either being "flared" to waste or "re-cycled" back into the ground in countries producing oil with no local markets for gas, has good reason to study techniques of making this rich, wasted fuel into a valuable commodity by carrying it, as pipelines in the United States and Canada have done, off to market in the industrialised countries.

As has nowadays become almost apocryphal, the "breakthrough" in this technical impasse appears to have been made several years ago by a Chicago stockyard company that felt it was having to pay too much for its local gas supplies. It considered the possibility of importing natural gas liquefied up the Mississippi from Texas in refrigerated barges, enlisting the help of an expert in natural gas engineering who had long been ambitious to move the gas refrigerated in tankers. A liquefaction plant was built, on a river barge, and a means of insulating the barges to carry the gas—with balsa wood, which is as good an insulation against heat as it is light in weight—was devised. But the venture, never passed beyond the experimental stage. Some say this was because of difficulties with the river authorities on the Mississippi, who were apprehensive about fire risks with a highly volatile fuel, even though it was to be refrigerated down to about minus 260 deg. Fah.; others say that the company, in the meantime, got a better bargain for its local gas supplies and simply did not need to go on with this particular project.

It was from contacts between these experimenters and the North Thames Gas Board, however, that the whole programme of experimental voyages with the *Methane Pioneer*, a small ocean-going tanker, originated. These experiments, it appears, were successful, in moving Texan gas. There was at the time talk of moving Venezuelan gas, also. But the Sahara is a good deal nearer Europe than either; and when Conch was formed (by the Royal Dutch Shell Group, the Continental Oil Company from U.S.A., and Union Stockyard and Transit of Chicago), it was Algerian gas that interested the British gas industry. This industry feels that it jogged the oil business into action on ocean movement of liquefied gas: the oil companies were talking tentatively about the idea for some years before the Gas Council said it would make a contract and impelled them into practical development.

The contract signed in Paris last month was conditional on the approval of the British Government because there are some ticklish home—and foreign—politics involved in such a deal. The main reason why the gas industry is so interested in importing foreign gas is because its main home source of gas—coal—has since the war become steadily more expensive; and the gas industry thinks that it has been discriminated against in comparison with some other buyers of coal, notably the electricity industry that is its strongest competitor among British "fuels of convenience." It has to some extent reduced its dependence on coal already: last year, for example, it used about 750,000 tons of oil (mainly light distillate naphthas) in various gas making processes, against only about 440,000 tons in 1957. But these oil processes—or even the large

(*Continued on following page*)



The waste-gas disposal plant, coal and ash conveyors and the conveyor transfer tower at the Westfield works. Low rank open-cast coal, which has been washed, screened and blended, is taken from railway waggons, on which it arrives at the plant, to the Lurgi house by conveyor. Main contractors for the plant, being constructed for the Scottish Gas Board at a cost of £6,600,000, are Humphreys and Glasgow Ltd. At present it is producing 15,000,000 cubic feet of gas a day. When the second stage is completed in some months' time output will be doubled. The gas, made at high pressure, can be distributed over long distances

Looking from the boiler house towards the Lurgi house, pipe bridge and Be

VENTURES IN GAS

(Continued from page 29)

volumes of refinery gas that it can buy, along with the gas that it buys from coke ovens—do not offer it gas of the cheapness that it believes natural gas could.

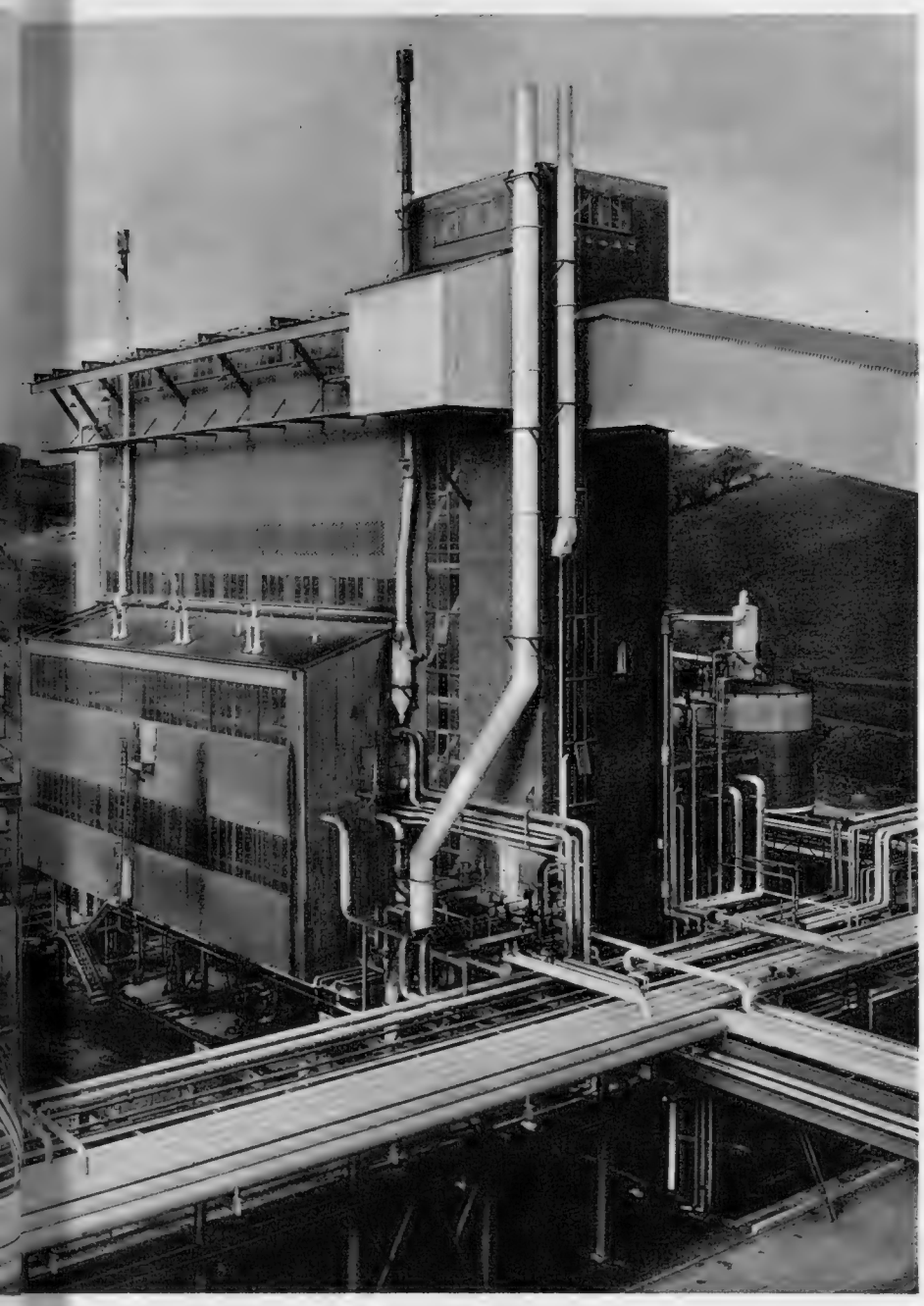
The simplest way to use natural gas is as a rich fuel as it comes, as one does in the United States, where this fuel is by far the most rapidly developing of any. This is the logical way to do it where one is developing gas consumption for the first time. But in Britain, and in some other parts of Europe where the import of natural gas is being considered, a large network of local gas mains and consumer's equipment to use gas—all our kitchen stoves—already exists. The conversion of major industrial equipment from one form of gas to another might well be a practical proposition for a business firm if it seemed likely to reduce its ultimate fuel costs. But to change all the burners on our fires and ovens to take this gas of higher calorific value might cost, it is estimated, about £5 to £10 a consumer. Moreover, for quite a long time it would be impossible to supply all the gas demand, even for individual gas boards, with methane; and until one could, wholesale conversion of appliances would not be practicable even if the industry—or eventually the gas consumer—could afford it.

In Britain, therefore, some way has to be found of converting the imported natural gas to the lower calorific value of the town gas we use already. One can do this by " reforming " it with lower-grade gas made from other kinds of petroleum fuel; or one can do it by mixing the methane, or any rich petroleum gas, with a lower-grade gas made from coal by the Lurgi process. This is a " complete gasification " process of German origin: it uses cheaper coal than an ordinary gas-works, and turns this entirely into gas, instead of producing coke along with the gas. It makes gas, ordinarily, of lower calorific value than ordinary town gas, and has to be " enriched " with some kind of richer gas. The Scottish Gas Board has just brought one of these plants into operation at Westfield, in Fife; it can make the gas more cheaply than a conventional gasworks. Whether it can—with suitable enrich-ment—produce town gas as cheaply as this can be reformed from methane is a matter of rather ticklish technical and political argument.

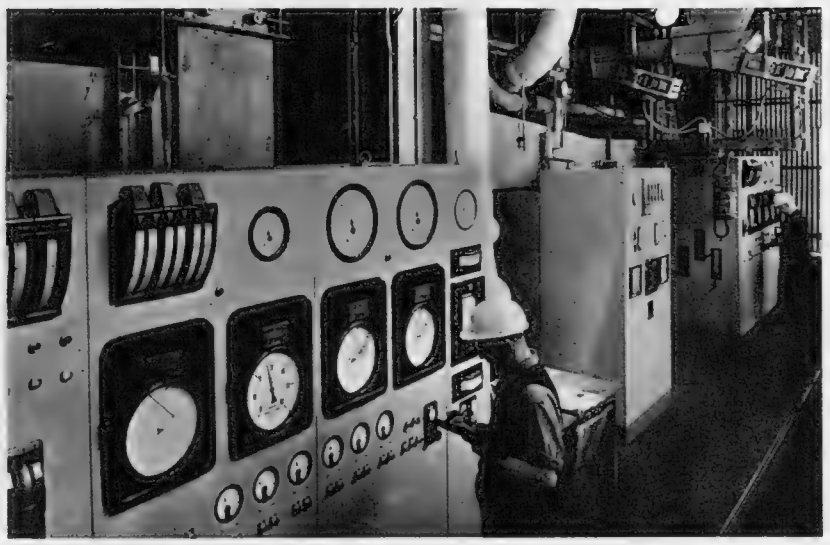
Quite naturally, the National Coal Board would rather see gas made from coal in large, strategically sited Lurgi plants on the coalfields to supply the majority of Britain's demand in the future, and the import of gas confined to what could conveniently be brought in to enrich this. This, for the Ministry of Power, becomes partly a matter of economics and partly a matter of " national fuel policy." There are considerable arguments about the comparative costs of the various combinations of gas production different people envisage for the future of this industry—though almost nobody sees any very promising future for the various existing kinds of carbonisation process, or for the production of coke as a major fuel. There are also arguments about the security of supplies from Algeria.

The two industries are having expert studies made of the Lurgi process and its possible development, on which British as well as German research teams have done much work. On the other side, plans are well advanced for the design of full-scale commercial tankers for methane. Whichever route or combination is chosen, the British gas consumer at least has a hope of considerably cheaper supplies of gas within the next five years or so.

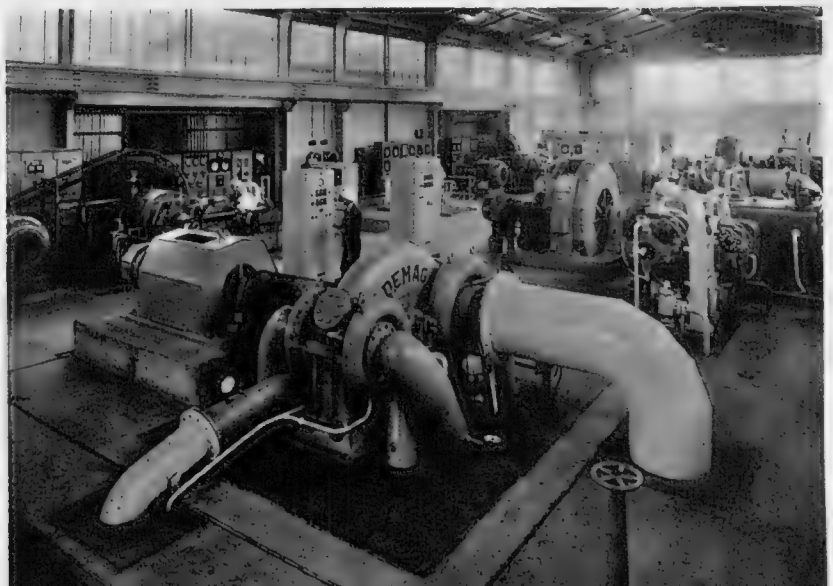
The butane storage tanks and the vaporising equipment. Butane is used as an enriching agent and supplies reach Westfield by road from Grangemouth Oil Refinery



...Benfield towers (background). These are part of the purification plant



The boiler house instrument panel. **Below:** The oxygen plant compressor house. Two British Oxygen Linde Tonnox oxygen plants produce 200 tons of oxygen a day



INDUSTRY AND THE STOCK MARKET

FROZEN FOODS

By "THE SPHERE" CITY CORRESPONDENT

"We estimate the current total market in this country for frozen foods in consumer packs at £50,000,000 per annum, passing through approximately 80,000 retail shops." This was the picture recently presented by Sir Hugh Fraser, well known as head of the House of Fraser department store group, speaking as chairman of the Associated Fisheries frozen food firm. Sir Hugh outlined the growth possibilities in the frozen food industry, reporting that frozen foods represent only 1 per cent. of national food expenditure in this country against over 5 per cent. in the United States. This suggests growth potential in frozen food sales, but a limiting factor must be refrigerator ownership. In America over 90 per cent. of homes have refrigerators, compared with only 19 per cent. in Britain. Given the widening ownership of refrigerators in this country, frozen foods could well become one of the leading consumer industries. Last year, for instance, national consumption of frozen foods expanded by some 20 per cent. Already, the frozen food manufacturers have spread beyond consumer sales. Frozen foods are sold to the catering industry, as well as to shipping and air lines. Exports, too, are important, and Sir Hugh Fraser's group sold last year to some fifty countries throughout the world.

Frozen foods in Britain have developed in two ways since the war. First, they were expanded by large food groups which employed freezing facilities, mainly in the production of ice-cream. This explains the important part played by Unilever with their Birds Eye frozen food products and Lyons with Frood. Unilever, who are well known for their Walls products, are now spending large sums on the expansion of frozen food facilities in this country, where last year Birds Eye showed larger sales and profits. Unilever are also expanding their frozen food business in Belgium and the Netherlands, and after careful market tests have started operations in Germany. In the United States, on the other hand, where competition in quick-frozen ready-to-eat foods is very strong, Unilever's Dinner-Redy Corporation has not been so successful.

The second important way in which frozen foods have expanded in Britain is through the interests of trawling groups. These firms had freezing facilities available and an assured supply of fish, which probably represents 20 per cent. of all frozen foods sold in Britain. Two of the leading trawler groups now interested in frozen foods are Associated Fisheries, and the Ross Group, headed by Mr. Carl Ross. Recently Mr. Ross proposed a merger of the two groups, but this did not meet with support from the directors of Associated Fisheries, who own a large block of shares in the company. Mr. Ross recently described the pace of expansion in the frozen food business. Last year, he said, sales of Ross frozen foods rose by 54 per cent. This is nearly three times the national average. Additional production brought improved trading results and another £1,000,000 is now being allocated to immediate extensions of the business. One feature of Ross Group's development has been the link with Chr. Salvesen, who own Britain's three factory trawlers, to produce and sell frozen fish at sea. Apart from selling frozen foods, Ross have also developed the production of freezing machines and their Jackstone equipment now goes to many overseas markets. Overall, Ross Group's sales of frozen and other foods have risen from only £300,000 six years ago to £11,000,000 in 1960. This represents by far the largest single item in the Group's turnover, which has now increased to £28,000,000.

For investors, the expansion possibilities in the frozen food industry are clear enough, both on recent developments and expansion prospects. But so far, profits do not seem to have kept pace with the expansion of sales. The business is highly competitive, while funds have to be used for distribution and promotion. Sir Hugh Fraser has reported that all frozen food profits earned by Associated Fisheries have been ploughed back into promotional activities. The Group's Eskimo frozen foods sold more than an extra 40 per cent. last year, so that overall progress is well in line with forecasts.

Investors who wish to acquire an interest in frozen foods face something of a dilemma. On the one hand, there are the large food groups such as Unilever and Lyons which have an interest in frozen foods, but these are dwarfed by their other activities. On the other hand, there are the trawler groups, led by Associated Fisheries and the Ross Group. These have a relatively large stake in frozen foods, but also are concerned with the trawling industry, which is now faced by a number of investment uncertainties. Britain's distant-water fleet, which supplies nearly three-quarters of the nation's white fish, is confronted by fishery limit extensions on the part of Iceland, Norway and Denmark. Investors must therefore be prepared for some reorganisation of Britain's deep-water trawler fleet in the short- to medium-term future. Against this uncertainty, the larger fleets which are efficiently run, should be well placed to meet future developments. Investors impressed by the potential of frozen foods need have little hesitation in buying shares in one of the big trawler-cum-food companies, notably Associated Fisheries or Ross Group.

After opening the exhibition, Mr. Reginald Maudling, the President of the Board of Trade, sits in the driving cab of a large tipper lorry

The first exhibition to be held at Crystal Palace for twenty-five years, the International Construction Equipment Exhibition, was a landmark in other ways. It was the first such show to be held in Britain and was described by Mr. Maudling, the President of the Board of Trade, as a "great contribution" by an industry which in the last few years had become a household word for efficiency and, above all, for cost reducing techniques. So rapid has been the expansion of construction equipment in Britain that the industry is the largest of its kind in Europe, with an annual output of £100,000,000, half of which is exported. There were buyers from many parts of the world at Crystal Palace visiting the stands and the proving ground, measuring 180,000 sq. ft. There an array of earth-moving equipment was put through its paces. On show were bulldozers, soil compactors, tractors and concrete mixers. Towering

(*Continued on page 34*)

Part of the static exhibition at Crystal Palace. In the right foreground is an Asphalt Batch Plant, used in road construction, and manufactured by Barber-Greene Olding and Co.

MASSIVE INGENUITY

The International Construction Equipment Exhibition, Crystal Palace

A trench excavator made by John Allen and Sons (Oxford) Ltd., for use in land drainage. It can cut a trench 9 ins. wide and 4 ft. 6 ins. deep

Some of the machines in the range of angle-dozers, shovels and tractors mad
Background, right, can be seen some of the industrial machines manufacture

Looking down the length of the exhibition. One of the large trucks exhibited by Euclid (Great Britain) Ltd. can be seen in the right foreground. The tall crane in the background (right) is a 600 Pingon Tower Crane made by George Cohen, Sons and Co. Ltd.

y David Brown Construction Equipment Ltd.
y Massey-Ferguson (United Kingdom) Ltd.

Many types of earth-moving equipment are demonstrated on the proving ground. Excavating machines in the foreground are put through their paces by Greenham Equipments Ltd. and H. A. Saunders Ltd.

MASSIVE INGENUITY

(*Continued from page 32*)

over everything else were the cranes, in a complex variety of size, function and shape. George Cohen, Sons and Company showed their Pingon tower cranes. It is claimed that their new assembly enables them to be erected faster than any comparable type of crane.

There were over 170 exhibitors, with more than fifty companies from Belgium, France, Holland, Italy, Sweden, Switzerland, the U.S. and West Germany represented. The equipment ranged from small power tools to massive earth-moving and road-making machinery — everything the modern constructor needs on site. Greenham Equipments showed their Trembath dehumidifier, designed for fast and efficient drying out of new buildings before decoration. Other items included self-propelling staging for electricians and painters engaged in overhead work; mobile hoists for builders; light railway equipment for difficult terrain; and a pneumatic-tyred soil compactor not previously exhibited in Britain. An interesting contrast to the latest equipment was an eighty-year-old steamroller, built by Thomas Aveling, which was at work until a few months ago. Among the road projects it was used on were the M1 and the Maidenhead By-pass.

On the proving ground at Crystal Palace. On the right is the Goose Dumper, shown by Mackay Industrial Equipment Limited. Behind it is a type L64 hydraulic excavator made by F. E. Weatherill Limited

An excavator, made by NCK-Rapier Ltd., in use as a face shovel in open-cast mining. It was one of the larger types of earth-moving equipment on show

One of the new Jibhead working platforms exhibited by Tunny Cranes Ltd. The crane has a working height of 30 ft.

The "Varispeed" high-discharge cement mixer, which incorporates the use of hydro-static drive, on the stand of Blaw Knox Ltd. **Right:** A one-ton dumper, the Barford 75, at work during the reconstruction of a main sewer in Grantham. The dumper was shown at the exhibition by its makers, Aveling-Barford Ltd., Grantham

GOOD LIVING

By Ganymede

About this time every year I look forward to a special wine-tasting. This is the time when R. M. Scott, the head of August Hellmers and Sons, invites his many friends in the wine trade to pick a day for themselves and come along to his offices to sample his " new collection." As this invitation is open for a whole month, you will never find more than a couple of dozen people at any one time, and after an hour or two's sampling you sit down to a simple, excellent lunch and everyone has another opportunity of sipping his favourites.

Apart from the quiet and intimate atmosphere, this tasting is always to be remarked for the outstanding wines included in the list. Mr. Scott, the direct successor to the founder of the firm, is a dedicated man, who goes to endless trouble each year to find the most interesting and satisfying examples of the wine areas in which, one might say, he specialises. There are some honest, bread-and-butter Burgundies, white Bordeaux and sparkling wines tucked away in a corner of the list, but the important sections are devoted to Hocks, Moselles, Alsatians, wines from the Rhône and Loire, and from Yugoslavia and the Tirol. It becomes obvious that this firm is a specialist, and Mr. Scott strives for perfection in his selection.

As most of this year's collection, especially the white wines, are the results of the 1959 harvest, pressed from grapes ripened by the sunshine of that golden summer, the overall high quality and the incredibly high standard of the wines of the higher level would not seem surprising. To achieve this excellence has by no means been as easy as one might think. True, there was no lack of sugar in the grapes, but in many places the vinification presented considerable difficulties, for slow fermentation is essential for obtaining the best quality and balance. Too quick fermentation and not always sufficient acidity to balance the richness were the wine-makers' main problems. It is all the more remarkable that the 1959 vintage has produced such outstanding wines. Besides record quantities, the Loire, Germany and Alsace have produced exquisitely elegant wines, and in Germany comparisons are made with another " golden " year of the past, 1921.

A thirsty grape picker in a vineyard near Westhalten, Alsace

At the varying levels of fineness and price, all the Hocks I tasted from Hellmers' list support this view. Fruitiness, fragrance and elegance characterise them all. To pick out a few examples, I was able to taste, I must mention among the cheaper wines the dryish Rhodter Rosengarten Siger-Rebe and the slightly sweeter but still semi-dry Johannisberger Klaus Scheurebe and the medium-priced Johannisberger Hölle Riesling. From the Palatinate I tried two very typical examples of the region, each with a delicious bouquet and restrained dryness: Dürkheimer Forst Scheurebe Spätlese and Wachenheimer Fuchsmantel Scheurebe. The Spätlese and the Auslese of the last-named also figure on the list, near the expensive end. They show amazing refinement at such a young age, with a rich, fruity bouquet. From the Rheingau the Eltviller Rheinberg Riesling Spätlese has tremendous charm, and the only 1958 among the Hocks shown, the Flemlinger Zechpeter Scheurebe, with its fruity bouquet and taste allied with bone-dryness, is a resplendent feather in Mr. Scott's cap.

The Moselles are equally outstanding from the cheap but most agreeable Zeltinger to the more distinguished examples: the Piesporter Goldtröpfchen, the Reiler Sorentberger Auslese, which shows unique character at this young age, the totally different Piesporter Goldtröpfchen Auslese, and the Reiler Goldlay Feine Auslese, still showing a higher acidity which promises a splendid future for its other attributes.

I have a special soft spot for this firm's Alsatian range, I hope not unduly coloured by the happy times which I have spent in the vineyards some of the wines come from. These beautiful wines never tasted better than when drunk with one particular alfresco lunch shared with the pickers up on the hills near Westhalten. At this year's tasting in London, not surprisingly, I loved the 1959's I tried. Here are, in progression of quality (and price), the few that I picked out: Sylvaner; Sylvaner-Riesling, both refreshing, dry, yet fragrant; Muscat, full of the delicious flavour of its grape; a slightly more refined version, the Close St. Landelin, Grande Réserve; and the Gewürztraminer, Grande Réserve, which is deliciously fruity without being too sweet. I hope to report on the Rhône and Loire wines tasted in another article.

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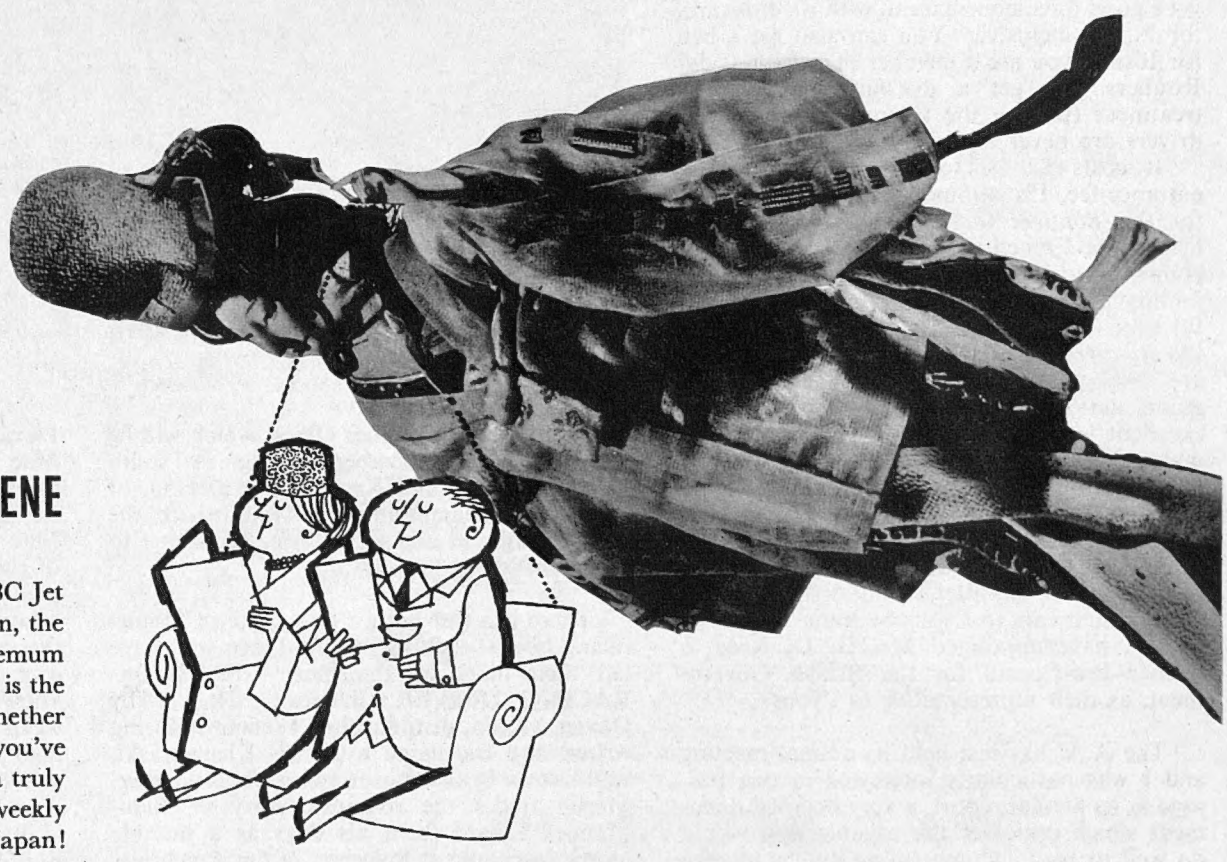

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MOTORING

FRENCH MEALS FOR TOURISTS

The A.A. and R.A.C. continue to expand

By **Courtenay Edwards**

I have been let down. I have the sort of feeling you get when a famous Test cricketer flops at a time of British crisis; or when a celebrated actress fluffs her lines. It 's to do with the *Guide Michelin*, that Bible of Continental touring. Having time for a quick lunch at Boulogne recently I looked in the Guide to pick a restaurant. I saw one which offered a Michelin-recommended meal at " less than nine francs." This is a useful feature of the *Guide Michelin*. It has a map listing the towns in France where there are restaurants which, in the opinion of Michelin inspectors, " offer the passing motorist a particularly well-prepared meal, preferably regional in character, for not more than 9NF in all." That is about 12s. 9d.

My Michelin told me that on the front at Boulogne is a restaurant named the Plage, offering a meal for 8·5 francs all in. I was not short of cash but decided to try out a Michelin " nine-franc special " for the first time to see what it was like. Alas, the Plage had a notice in the window saying it was closed on Mondays. My Guide—the 1961 version—said nothing about *Lundi fermetures*, and I was cross. Incidentally, another Michelin recommendation for Boulogne—the Brasserie Casino—was not only firmly closed but either empty or undergoing reconstruction.

If you are interested in the subject of meals at nine francs, I commend to your notice a French organisation known as Les Amis des Routiers. It was formed with the idea of encouraging ordinary motorists to use, for both eating and sleeping, France's national network of 4,500 Relais Routiers: the lorry-drivers' hotels. Their distinctive blue and red signs have made them familiar to British motorists. At the vast majority of these *routiers* you can get a good three-course meal, with *vin ordinaire*, for 7s. 6d. inclusive. You can also get a bed for 10s. If you are a member of Les Amis des Routiers you get a discount and priority treatment (though the interests of the lorry-drivers are never allowed to suffer).

It costs £2 2s. to join Les Amis (10s. entrance fee, 15s. annual subscription and 17s. for the *Routiers Guide*). This book, which lists all the French *routiers*, plus some in other countries, may be bought for 17s. 8d. without joining the organisation. I notice a delightful echo of the august *Guide Michelin* where the *Routiers Guide* says: " The 112 best *relais* are distinguished by a casserole sign in the guide, indicating that a detour to enjoy their excellent regional dishes might be well worth making." There are close on 1,000 members of Les Amis in Britain alone. The 1,000th member is being taken to Paris, all expenses paid, on a celebration spree.

While on the subject of France, here is an item of news which will interest motorists intending to take their cars to Lyons by train. . . . The R.A.C. have appointed Mr. G. D. Reed, a former Pro-Consul for the British Government, as their representative in Lyons.

The A.A. has just held its annual meeting and I was particularly interested in one passage in its annual report, a very detailed document which critics of the organisation would do well to read. Commenting on " a change in the general pattern of traffic behaviour," the committee says: " This was reflected in a corresponding change in the type of route information requested by members. Up to a few years ago the great majority wanted a straightforward route from one place to another. The recent tendency, however, has been for members to indicate their requirements in greater detail." There is a big call, it appears, for " quiet " routes avoiding main roads and congestion points, particularly at holiday-times. Also popular are routes to little-known or out-of-the-way resorts on the coast or in the country.

With a current membership of 2,628,000 and still recruiting members at the rate of more than 1,000 a day, the A.A. has embarked on a big new programme of expansion and decentralisation. It will take some years to complete and an important feature, involving an outlay of £750,000, will be the completion of a group of " satellite " headquarters round London to form a ring between head office at Fanum House, in Leicester Square, and the A.A. offices already in operation at Guildford, Maidstone, Chelmsford and Reading.

The first of the " satellites " is already in operation at Stanmore. Soon there will be another at Teddington to serve members in south-west London, south Middlesex and metropolitan Surrey. A new provincial H.Q. building is to be opened in York to serve the North and East Ridings of Yorkshire and help relieve pressure on the Leeds office.

The rapidly-expanding R.A.C. has also come up against accommodation problems, and I went along to Croydon the other day to hear Earl Mountbatten, the Club's president, open " R.A.C. House," a new twelve-storey office block the Club has acquired to house some of the departments of its associate section. It will also contain the R.A.C.'s new Southern Home Counties Office, which will be responsible for members living in south London, Surrey and Kent. General H.Q. of the R.A.C. remain in Pall Mall, where the full touring and advisory services continue to be available.

There has just been a new spate of motor-racing books, each by or about men who have left their mark on the sport. FANGIO—RACING DRIVER (Batsford. 21s.) is by Olivier Merlin, distinguished French motoring writer, and translated by Louis Klementaski, well-known British motor racing photographer. Merlin traces the romantic story of Juan-Manuel Fangio from his days as a humble motor mechanic at Balcarce, in the Argentine, to his fabulous exploits on the motor racing tracks of Europe, where he won the world championship five times. I liked most of Merlin's descriptions of the fantastically tough South American road races in which Fangio served his motor-racing apprenticeship and the new details he gives of Fangio's character and temperament.

From Kimber, at 25s., comes a new volume by Stirling Moss: A TURN AT THE WHEEL. This is more a book for the dyed-in-the-wool motor racing enthusiast who wants to know the whole inside story of Grand Prix racing, technicalities and all. It is the background story to motor racing over four years—from 1957 to 1960. Moss started writing it when recovering from the accident at Spa twelve months ago which nearly ended his career.

Of much wider interest is FIFTY YEARS WITH THE SPEED KINGS (Stanley Paul. 18s.), though the tragedy is that the author, David McDonald—better known as " Dunlop Mac "—died before it was published. In a foreword Lord Essendon (who was Brian Lewis in his racing days) truthfully says of Mac that he was probably the best known of those backroom boys, who are a prime ingredient of motor racing. He was the Dunlop expert to whom the men in the title of his fascinating book entrusted their lives whenever and wherever tyres were concerned. His knowledge of pressures, temperatures, tread wear and the like was unrivalled. This is the man who saw, at close quarters, at their worst and at their best, the fastest men on wheels.

Briefly. . . . Price of the new Ford Classic is £745, including tax (cheapest model) rising to £801 10s. for the de luxe four-door model. . . . Twenty-one vintage and veteran cars, sold by Southern Counties Car Auctions at Beaulieu in conjunction with the Montagu Motor Museum, fetched £11,175. . . . Motorists booking seats at London's Piccadilly Theatre may reserve car parking-space at a local garage for 5s. 6d. instead of the normal 8s. 6d. . . .

The Ogle 1·5 two-door, four-seater sports saloon is a plastic-bodied version of the Riley 1½-litre, made by David Ogle Ltd., of Letchworth, Herts. Its price, including tax, is £1,574

Left: An improved Mark 2 version of the MGA 1600 sports two-seater is announced by B.M.C. It has a more powerful engine, a higher axle ratio and a revised radiator grille. The price remains unchanged at £940 7s. 6d., including tax

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–94, Old Kent Road, London, S.E.1. SATURDAY, JULY 1, 1961. Second-Class Postage paid at New York, New York.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

EASTWARD HO! As previously, our first objective was Frinton-on-Sea. Selective and sunny, the pattern has mercifully changed but little over the years. Here famous greensward remains intact, here neat shopping centre, the tree-lined residential roads; and down by the water's edge, sands and bathing-huts awaited the summer social swim. Inwardly there has been some progressive changes in the hotels. We were tremendously impressed with the 25-bedroomed *Frinton Lodge Hotel*. We knew it once small and unlicensed, but during the eight years Major and Mrs. F. E. McNelly have owned it, a major transformation has taken place. Now first class and fully licensed, it is for its size one of the most elegant and best-equipped hotels in East Anglia; yet there is nothing grand or ostentatious in the set-up. On the contrary, we sensed a pleasant country-house-by-the-sea atmosphere. The bedrooms, besides being numbered, are named after dukedoms, and our twin-bedded room with private bathroom was "York." It overlooked the sea, was wallpapered in a silvery grey, had built-in unit furniture, sensible padded headboards behind the beds, radio diffusion and central heating concealed behind the dressing-table fitment.

Below stairs we repaired to the Connaught Lounge Bar, an elegant room fully in keeping with the Regency Lounge which we passed through on our way to the restaurant. The latter can seat up to 150, but by arches and curtains can be divided off according to demand.

Here we enjoyed an excellently-cooked table d'hôte dinner (à la carte meals are available in the season), pleasingly served and all the more agreeable because of a ventilation system which entirely changes the air every twenty minutes.

As an indication of our tariff, our bill included bed, private bathroom and breakfast, £5; dinner for two, £1 15s., exclusive of half a bottle of Burgundy, 12s. 6d.

The following morning we paid a return visit to our unlicensed hotel recommendation on Frinton's Esplanade—*The Cedars*. And very spruce we found it. Here again a commendable progressive policy was at work. Some private bathrooms recently installed, others in construction. For anyone looking for a lower tariff rate, *The Cedars* will fit the bill.

Dedham, in the Constable country, was our next objective. Sunshine had just followed a spring shower and the village had a veritable please-paint-or-photograph-me look. For sound English fare and for a social meeting-place, *The Sun*, opposite the church, can be recommended. Accommodation is limited, so the *Tudor Rose Tea Rooms*, with a few bedrooms, should be noted. For ourselves we should aim to stay at the country house style *Dedham Vale Hotel*, on the Dedham–Stratford St. Mary road and but 100 yards off the busy A 12, and its picturesque sister-Hotel and Restaurant, *Le Talbooth*, nestling alongside the bridge over Constable's Stour.

Dedham Vale Hotel is quite delightful in its tranquillity, sloping gardens, graciousness and in its food and wine standards. Here we had a delicious 9s. 6d. table d'hôte lunch offering plenty of choice and smilingly served. Our grateful thanks to the Milsom family for providing, both at *Dedham Vale Hotel* and at *Le Talbooth*, such gastronomic joy.

By-passing Ipswich on the A 12 and with time to spare before afternoon tea, we diverted five miles off the main road to Framlingham, a small Suffolk town of interest to tourists because of its church, castle, college and a small Trust House gem, *The Crown*, which makes a pleasant base for exploring the seaboard and sleepy villages of the hinterland. We peeped into *The Crown*, noted the highly-polished furniture and brasswork, the cosy lounge and the picturesque courtyard. To Framlingham and its *Crown* we have made a mental note to return.

Aldeburgh has a number of hotels. The three-star *Brudenell* (Trust House), the *Wentworth* and the two-star *White Lion*, but our choice, so long as Miss Connie Winn is there to greet us, is the *Uplands*, which, as I have written before, "is not labelled hotel or guest house, for as many hundred of cultured people appreciate, it is a home where it is a pleasure to pay for rest, relaxation and memorable meals." Here over a cup of tea, with a view across a sweet-scented garden, we talked with Miss Winn on books, flowers and painting—in short, halted awhile with infinite pleasure.

The seaside resort of Southwold was our destination for the night and though we elected to stay at *The Swan* we would have been equally comfortable and as well-looked-after at the smaller *Crown*, both of them being the pride of their owners, Messrs. Adnams, local and well-known brewers and maltsters. Great credit is due to them for the way they have installed modern conceptions of comfort and decor into each. What impressed us particularly at *The Swan* was the excellence and friendliness of dining-room and bedroom staff, an enjoyable table d'hôte dinner (12s. 6d.) and six delightful self-contained twin-bedded garden rooms overlooking the hotel's bowling-green. Each had its own bathroom, built-in furniture and telephone. If it should rain there is a large-size garden umbrella to act as one's escort to the main building.

At *The Crown* we were impressed with the newly-decorated dining-room, the discreet modernisation of the bedrooms and the friendliness and efficiency of the management.

On leaving Southwold we set course for *Waveney House Hotel*, Beccles, a pleasant country house with club bar on the banks of the Waveney. Thanks to the Brumfitts, this once family residence has, during the last few years, been converted into a satisfactory business or holiday base.

Crossing the river, we found ourselves in Norfolk and, with knowledge on our side, we aimed to reach the *Carlton Hotel*, Great Yarmouth, in time for luncheon. This proved to be, at 8s. 6d. table d'hôte, the best value of our tour. The three-course lunch included the tenderest sirloin of local-killed beef, carved from a trolley waggon, that we have had for many a day.

The Carlton and its sister-hotel, *The Castle*, at Norwich, are two of the best hotels in East Anglia to-day. In both, the directive policy is to provide the best in cuisine, cellar and accommodation.

BANTRY BAY Co. Cork. BALLYLICKEY HOUSE
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No woman minds unpacking presents, but all hate packing, unpacking, packing and unpacking clothes day after day. Should you, therefore, be contemplating a motoring holiday in Devon this Summer, be well advised and make your base at
THE GRAND, TORQUAY
a good centre for the Devon Coast, the Dart and Dartmoor. Here Madam will be in her element. Full-length hanging space for frocks, all the room in the world for her creams and lotions, lighting in the right place and plenty of opportunity for being a credit to you. As we get very busy in Summer, do please write us now. Tariff with pleasure from the Resident Manager. Tel. 25234.
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Four aces and a packet of Player's

In anything from gin rummy to nine-card brag, this is a hand worth having. Four aces and a packet of Player's. First you play the Player's to please the players. Then you play the aces to please yourself. And win, or lose, or beggar your neighbour, one puff of Player's puts the table to rights. Wherever you go, there are people playing cards and smoking Player's. Cards and Player's go together. People who play, play better for Player's. And even people who hate cards love Player's. People love Player's

Pips first appeared, in the form we know, on the Piquet pack designed at the court of Charles VI of France. The Heart was the emblem of his banker, Jacques Coeur, and the Diamond represented his money. The Club signified gorgeous Agnes Sorel (though she was, in fact, the King's Queen of Hearts), and the Spade was a sword in honour of Jean and Gaspard Bureau, two likely lads with a broadsword. They would have fought themselves to a standstill for a large packet of Player's. But in those days there were no Player's to fight for. That's why they were the Dark Ages. Nothing worth lighting up.

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